



MINUTES
NVTC COMMISSION MEETING – SEPTEMBER 3, 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 8:15 P.M.

Members Present

Richard Black
Sharon Bulova
John Cook
William Euille
Jay Fisette
John Foust
Catherine Hudgins
Mary Hynes
David LaRock
James LeMunyon
Jeff McKay
J. Randall Minchew
Ken Reid
Thomas D. Rust
Paul Smedberg
David F. Snyder
J. Walter Tejada
Jennifer Wexton

Members Absent

Jim Corcoran
Jeff Greenfield

Staff Present

Karen Finucan Clarkson
Kelley Coyner
Rhonda Gilchrest
Dan Goldfarb
Laurel Hammig
Scott Kalkwarf
David Koch
Kate Mattice
Elizabeth Patel
Melissa Walker
Todd Horsley (DRPT)
Amanda Baxter (VDOT)
Renee Hamilton (VDOT)
Doug Allen (VRE)
Bryan Jungwirth (VRE)
Joe Swartz (VRE)

Chairman's Remarks

Chairman Snyder noted that these are exciting times for NVTC and the region and he is excited about the work NVTC is doing and will do in the future to serve the people of this region. He highlighted Try Transit Week and National Preparedness Month which underscores what can be accomplished if the region works together. He reported that NVTC has completed its first two emergency preparedness pilot plans for two Metrorail stations (Rosslyn and National Airport). To mark Try Transit Week, NVTC is helping with NVTA's ribbon-cutting ceremony to celebrate the arrival of new buses purchased with regional funds. The ribbon cutting will take place on Monday, September 21st at 1:00 P.M. at the City of Fairfax City Hall.

Chairman Snyder suggested NVTC is also working on a set of strategies to have a strong network of regional bus service, as well as continuing to develop a diverse set of funding resources for capital and operating expenses. Next month the Commission will be briefed on ridership forecasts and cost analyses for the three transit modes under consideration for the Route 7 Project. VRE also is looking to expand service to Gainesville-Haymarket which will benefit riders and drivers from Prince William and Loudoun.

Chairman Snyder stated that "Agenda Item #8: I-66 Inside the Beltway Project Presentation" will be moved up in the agenda. There were no objections.

Minutes of NVTC's July 9, 2015 Meeting

Mrs. Bulova moved, with a second by Delegate Rust, to approve the minutes. The vote in favor was cast by Commissioners Black, Bulova, Cook, Euille, Fisette, Foust, Hudgins, Hynes, LaRock, LeMunyon, McKay, Minchew, Reid, Rust, Smedberg, Snyder, Tejada and Wexton.

Consent Agenda

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

- Resolution #2277: Appoint Kelley Coyner as an Alternate Representative to the VTA Board of Directors
- Resolution #2278: Authorization to Submit an Application to the Commonwealth Transportation Board for the VRE Gainesville-Haymarket Extension Project for Evaluation Under HB2
- Authorization for Chairman Snyder to Send Letters Regarding Reauthorization of Surface Transportation Programs

The Commission unanimously voted to approve the Consent Agenda. The vote in favor was cast by Commissioners Black, Bulova, Cook, Euille, Fisette, Foust, Hudgins, Hynes,

LaRock, LeMunyon, McKay, Minchew, Reid, Rust, Smedberg, Snyder, Tejada and Wexton. (Copies of the resolutions are attached.)

Legislative and Policy Committee Co-Chair Report

Mr. McKay reported that the Legislative and Policy Committee met earlier this evening and reviewed the Draft 2016 Federal and State Legislative and Policy Agenda, which will be distributed to Commissioners for comments in the next few weeks and then will be included in the October agenda as a discussion item and as an action item at the November meeting. The draft 2016 Agenda reflects NVTC's current priorities and is similar to last year's agenda with the addition of a new safety priority reflecting an interest in a state safety oversight agency for WMATA and support of emergency preparedness. Mr. Smedberg, as Chairman of the Governance Subcommittee, gave a report to the Committee on the analysis that has been done regarding NVTC voting representation, which is an issue raised by Loudoun County.

Executive Director Report

Ms. Coyner introduced two new NVTC employees. Dan Goldfarb, a leading regional transportation modeler, joined NVTC this month. He will manage the Route 7 Corridor Transit Study and bring his technical expertise to our regional planning activities. Elizabeth Patel, a senior environmental specialist at the Federal Transit Administration, is on a development assignment with NVTC until November. She is working on several key initiatives as a management fellow.

Ms. Coyner stated that NVTC has scheduled public meetings in November to share ridership forecasts and cost projections for Enhanced Bus Service, Bus Rapid Transit (BRT) and Light Rail (LRT) options that would serve Route 7 from Tysons to Alexandria. As Chairman Snyder previously stated, the Commission will be briefed on the Route 7 Project at the October meeting.

Ms. Coyner gave a brief update on the New Electronic Payments Program (NEPP) project. The NEPP pilot of Metrobus and Metrorail is completed although not accepted by WMATA. A prerequisite for moving forward is the successful completion and acceptance of the pilot. Accenture is due to submit revised cost estimates in early September. After pricing is received, there will be a regional discussion on how to move forward with the implementation of NEPP. Currently, the Regional Partners neither directly, nor through NVTC, have a contractual obligation to move forward with Accenture.

I-66 Inside the Beltway Presentation

Ms. Coyner introduced Nick Donohue, Deputy Secretary of Transportation, who gave a presentation on the I-66 Inside the Beltway Multimodal Project. Mr. Donohue stated that the Commonwealth would like to partner with NVTC on the I-66 Inside the Beltway Project. He stated that with I-95 and I-495 already using dynamic tolling, adding HOT

lanes to the I-66 Corridor (inside and outside the Beltway) will provide a regional HOT lanes network which will be key to providing fast, reliable travel from Stafford County and Manassas up to Washington, DC and points in between. This HOT lanes network can reach those areas that the Metro system cannot and will give people options of riding a bus, carpooling or driving by themselves.

Mr. Donohue explained that the 10-mile segment of I-66 Inside the Beltway is unique compared to any other interstate in the country. It is the only interstate where all lanes are restricted to HOV traffic during rush hour. This interstate ends at a stop light (eastbound) rather than connecting to another interstate.

There are major constraints to being able to widen the corridor inside the Beltway. There is both a deck bridge and nearby retaining walls in Rosslyn, both of which would be cost prohibitive to alter in order to widen the roadway between Fairfax Drive and the Roosevelt Bridge. It is also clear that the District of Columbia does not have the interest or funding to widen any of its bridges going from Virginia into the District. Mr. Donohue noted that the corridor has good transit service but the corridor is overcrowded.

Mr. Donohue explained that a move to HOV-3 on I-66 was already planned to be implemented on this corridor by 2020. The migration to HOV-3 on I-66 inside the Beltway is an integral part of the Washington DC region's air quality conformity plan and has been for many years. Reversing this decision would require revisiting the air quality conformity plan, a plan that is needed to allow the region to receive federal transportation funding and requires coordination with several federal agencies, as well as Maryland and the District of Columbia.

Mr. Donohue also reported that the hybrid vehicle program will be discontinued. Federal rules require limiting or discontinuing use of HOV lanes by hybrids when lanes are degraded. I-66 is currently degraded and has been for a number of years. By implementing an active traffic management plan, the Commonwealth was able to extend the program but additional extensions are not possible.

Mr. Donohue reported that there have already been improvements made to the corridor, including two spots westbound (Spot #1 is already open and Spot #2 will open in 2016) that will widen I-66 to four full lanes from Washington Blvd. to the Dulles Connector Road to address congestion points. A Bus-on-Shoulder pilot was also initiated.

Mr. Donohue stated that the current administration discovered that the McDonnell Administration did significant analysis on I-66 with a study that looked at all the various options. In 2013, the report was updated to refine the package of projects. NVTC was briefed on this study multiple times and also endorsed it. This report is the basis for the current I-66 Inside the Beltway Project.

Mr. Donohue reviewed the components of the project. The east and westbound lanes would be converted to dynamic tolling during rush hour where single occupant drivers could use the facility for a toll varied based on congestion. HOV-2 vehicles and transit buses would ride free. As stated before, the HOV requirement would increase to HOV-3 in 2020. Multi-modal enhancements would be funded with remaining tolls and include

projects such as expanded bus service and improved access to Metro as well as carpooling and other types of enhancements throughout the corridor. Potential widening of I-66 from the Dulles Connector Road to the Ballston exit would also be considered in the future based on certain criteria.

Mr. Donohue explained that under the proposed Framework Agreement these multimodal projects would be selected by NVTC. The projects would need to demonstrate the benefits to toll-paying users of I-66 Inside the Beltway and the ability to move more people through the corridor. The projects would need to be implemented within four years of funds being allocated.

Mr. Donohue stated that it is anticipated that this project will have the ability to move 40,000 more people through the corridor in the future on an annual basis, as well as improve travel reliability, reduce congestion, and provide more travel choices. It is also expected to improve travel conditions on other local roads. This might seem counterintuitive, but I-66 is not like any other road in America because people cannot use it today during rush hour unless driving HOV, and therefore, there is a pent up demand to get on this facility. Now, for a price they will be able to use it.

Mrs. Bulova observed that currently a single occupant driver can drive on I-66 but has to get off at the Beltway and move to another corridor like Route 50. She asked if there will be capacity for these drivers to stay on I-66 and pay a toll to use it. Mr. Donohue replied that there is capacity during HOV hours and still have free flowing traffic. In 2020 when the occupancy requirements change to HOV-3, there will be even more capacity. The federal government would not allow it to be converted to tolling if there wasn't capacity.

In response to a question from Mr. Tejada, Mr. Donohue explained that the legal requirement is that speeds must be maintained at 45 mph but the Commonwealth is setting the target at 55 mph. Amanda Baxter, I-66 Multimodal Improvements Inside the Beltway Project Manager, stated that the current average speed on I-66 Inside is 45 mph with travel time on the 10-mile segment of 11 minutes. During peak periods that time can double or triple. Mr. Donohue stated that the toll rate will be based on 55 mph.

Mr. Smedberg asked who will determine the toll rate. Mr. Donohue explained that it will be a publicly controlled project. The Commonwealth Transportation Board (CTB) will technically be the entity that will exercise its authority to impose the tolls. The CTB would adopt and control the toll policy. NVTC would select the enhancement projects to be funded.

Mr. Foust observed that I-66 westbound is a parking lot during rush hour. It seems to him you would need to move one-half to two-thirds of the vehicles off of I-66 in order to keep traffic moving at 55 mph. He cannot conceive all the traffic that would move to local roads. Mr. Donohue stated staff has done detailed analysis requested by NVTC staff, which should be provided in a few weeks. Today, studies show traffic moves on I-66 during rush hour. During HOV hours, there are about 3,400 cars travelling on I-66. During the congested periods before and after HOV hours, there are also 3,400 cars. It is not always the number of cars; it is sometimes how cars get on the roads and their flow. Active traffic management is also part of this project.

Delegate LeMunyon stated that for elected officials up for reelection, voters are asking about toll pricing. He also asked what would prevent the toll hours from increasing beyond the hours proposed. Mr. Donohue stated that the plan is to extend HOV hours to align with the HOV hours Outside the Beltway to four hours (5:30–9:30 A.M. and 3:00–7:00 P.M.) The Commonwealth is hoping to enter into a Framework Agreement with NVTC that would only be amendable by agreement of both parties. The hours could only be changed in the future by mutual agreement of NVTC and the CTB.

Mr. Donohue stated that federal requirements, statutory requirements in the Virginia Code, and the Meeks case all govern how the toll revenues can be used. Tolls revenues will remain in this region. Revenues used for multimodal enhancements must benefit the toll-paying user of I-66 Inside the Beltway. Tolls will first be used for debt service, operations and maintenance, and then the remaining tolls would be used for projects that demonstrate a benefit to the toll payer. NVTC would be charged with determining which projects would be selected.

Mr. Donohue stated that tolls are projected to be about \$7 going eastbound in the morning rush hour and about \$9 westbound in the evening (reverse peak would be much lower at \$1 and \$3, respectively). The tolls would vary significantly depending on congestion. They will drop dramatically to about \$3 when HOV-3 is implemented in 2020. In response to a question from Senator Black, Mr. Donohue explained that vehicles with two or more people would not pay the toll.

Mr. Reid observed that there is no interest from the Commission to change its voting structure and he is concerned how the Commission will vote in the future on selecting projects to fund with toll revenues. Mr. Donohue stated he cannot speak to what the Commission will do in the future. Any project that benefits toll payers using I-66 can be submitted for consideration for funding.

Mr. Reid also expressed his concern that westbound traffic in the morning rush hour is currently not HOV, but when tolls are implemented drivers would only pay about \$1 but going eastbound it would be about \$7. The lion share of the tolls would be paid by drivers coming from the outside jurisdictions. Mr. Reid stated that there is a fundamental unfairness for DC taxpayers to pay less and Virginia taxpayers to pay eight times more. Mr. Donohue stated that it is about moving people. He stated that there will be a much higher number of vehicles in the peak direction and that is why the toll would be higher. Single occupant drivers will now be able to use this road during rush hour which today is illegal and subject to fines. If HOT lanes are not implemented, the choice for drivers is to sit in traffic on Route 50, Route 7, Route 29 or the Washington Parkway.

Delegate LeMunyon observed that one may be legally able to access the road, but at \$16 roundtrip he questioned if it's practical. Mr. Donohue stated that based on the experience of the I-95 and I-495 Hot lanes there will be people who make the decision to pay to use the road. People are willing to pay \$19 to use the I-95 toll road even with the road backs up the last seven miles from Joplin Road exit to the Garrison Road Exit. The goal is to provide choices and move more people through the corridor.

Senator Wexton asked if a portion of the toll revenues can be used for enforcement and prosecution of HOV violators. This has been a major problem for Fairfax County and she would not want these costs pushed onto the localities. Mr. Donohue replied that there will be funds available for enforcement, but he can't speak to court costs.

Mrs. Hudgins observed that there needs to be synergy with transitioning tolls between the Dulles Toll Road and future I-66 Outside the Beltway tolls. Mr. Donohue stated that work needs to be done on this issue.

Delegate Minchew asked if there is other decision-making that could impact the 2020 HOV-3 conversion. Mr. Donohue stated that HOV-3 on I-66 by 2020 it is incorporated into the region's air conformity model. There may be some discretion, but two-thirds of the TPB Board are non-Virginia members and they probably won't be inclined to redo the model if Virginia doesn't want to go forward with the agreement. Chairman Snyder asked NVTC staff to research the HOV-3 component of the air conformity model and suggested contacting staff of the Metropolitan Washington Council of Governments (MWCOC).

Delegate Minchew stated that for HOV-3 there needs to be a "slug" environment, which I-66 corridor does not have. Mr. Donohue stated that the Commonwealth plans to establish a carpool culture along the I-66 corridor as part of the I-66 Outside the Beltway project.

In response to Delegate Rust, Mr. Donohue stated that after paying for debt service and operations and maintenance, there will be about \$10 million annually available for multimodal improvements.

Mr. Smedberg left the meeting at 9:20 P.M.

In response to a question from Senator Wexton about widening I-66, Mr. Donohue stated that it will first be determined if the first phase of the project was successful in reducing congestion. The Framework Agreement will have a self-executing clause if criteria are met to widen I-66 from the Dulles Connector Road to Ballston exit. Analysis shows that widening I-66 farther eastbound will just create major bottlenecks. Delegate Minchew stated the performance criteria for widening I-66 needs to be tightly worded. Mr. Donohue questioned why spend \$70 million if it's not needed.

The Framework Agreement will include specific and clear criteria. Delegate LeMunyon suggested VDOT hire a pollster to see if the public thinks widening is a good idea.

Mr. Donohue stated that this project will not solve every problem on I-66. It will help relieve congestion and spread traffic, which will benefit the region.

Mr. Reid requested that an electronic version of Mr. Donohue's presentation be sent to Commissioners.

Mr. Fisette stated that it is important to remember that this project is based on a thorough study done by the previous administration. The goal is not to just move cars; it is to move people. It does not make sense to expend up to a \$100 million to widen a road

when the analysis tells you can move a lot more people by incentivizing and encouraging more people into a vehicle, especially if HOV requirements will be changing in 2020. The Commonwealth has the right focus on moving people through the corridor.

Chairman Snyder stated the vision may be too narrow. The reality is that drivers hit a wall at the Potomac River. The District is not going to expand the bridges and the Federal government will not add lanes to Constitution Avenue or move the State Department. Fundamentally there will need to be a dramatic change to the mode share. Regarding the equity issue raised by Loudoun County, Chairman Snyder stated that NVTC has traditionally worked together in a collegial and collaborative fashion. He hopes this will continue.

Mr. Reid stated that currently Loudoun buses sit in traffic. Then to hear the opposition for Loudoun getting another vote on the Commission, when its population is more than Falls Church and has more Metro stations, is aggravating. Chairman Snyder stated that the governance issue is being studied and worked on and there has been no conclusion at this point. He observed that there needs to be fairness all around.

Mr. Donohue stated that the Commonwealth wants to partner with NVTC on this project. The Framework Agreement would be a 40-year agreement between the Commonwealth Transportation Board and NVTC and it would govern this project. It would only be amended with agreement by both parties. VDOT would be responsible for tolling, operations and maintenance and roadway improvements. NVTC would select projects to be funded by the remaining toll revenues, as well ensure compliance and report to the state. NVTC will be briefed on the proposed Framework Agreement at a future meeting.

Mr. Cook stated that the Commission needs to think through what it means for NVTC to ensure compliance with the law. NVTC may need to have the Attorney General provide an opinion. Mr. Donohue stated that it is more about making sure projects are selected that meet the criteria. Mrs. Bulova stated NVTC would need to develop criteria.

Delegate Rust asked if the projects will be run through the HB2 process. Mr. Donohue replied that the Secretary Layne has committed in writing that the entire project will be scored under HB2 during the next HB2 cycle. However, this project is not competing for funding since it is a self-financing project. Individual projects selected in the future would not go through the HB2 evaluation process because it will be funded with toll revenues. This is not to say that NVTC could not establish similar criteria that would help it select projects.

Mr. Reid stepped out of the room.

Virginia Railway Express

Report from the VRE Chief Executive Officer. Mr. Allen gave a brief report on efforts to extend the deadline for Positive Train Control, the Gainesville-Haymarket Extension Project submission for HB2 evaluation, and the second meeting of NVTC/PRTC/VRE chairs.

VRE Action Items. Mr. Cook moved, with a second by Mrs. Bulova, to approve the following VRE action items:

- Resolution #2280: Authorization to Amend the Contract for VRE Passenger Railcars with Sumitomo Corporation for Nine Additional Railcars
- Resolution #2281: Authorization to Execute an Intercity Passenger rail Operating and Capital (IPROC) Program Funding Agreement with DRPT
- Resolution #2282: Authorization to Execute an Agreement with Norfolk Southern for Analyses Related to the Gainesville-Haymarket Extension Project

The vote in favor was cast by Commissioners Black, Bulova, Cook, Euille, Fisette, Foust, Hudgins, Hynes, LaRock, LeMunyon, McKay, Minchew, Rust, Snyder, Tejada and Wexton. (Copies of the resolutions are attached.)

Report of the Virginia Members of the WMATA Board of Directors

Mrs. Hynes stated staff did a good job capturing the issues in the board materials. Today WMATA held a special Safety Committee meeting to discuss the report on the derailment of a non-passenger train on August 6th. There were two main reasons for the derailment, which included the rail fasteners separating and a failure in WMATA's quality check program. All procedures and policies are being updated. WMATA's Chief of Safety resigned today as a result of the meeting.

Mrs. Hynes also reported that the WMATA Board accepted the FY2013 and FY2014 Financial Audits on August 6th. The audits were not unqualified. The Audit Committee will meet next week to discuss a corrective action plan moving forward. It is hoped that the FY2015 Audit will be completed in a timely manner.

Mrs. Hudgins briefed the Commission on Metro ridership, which has been in decline. The good news is that the Silver Line ridership has been strong. Development continues around the Silver Line stations, which will continue to generate ridership. There is a new apartment building opening near the Wiehle-Reston Metro station. Chairman Snyder stated that WTOP Radio reported that a new Loudoun County development will be built near the Silver Line.

Mrs. Hudgins reported on the General Manager/CEO search and the Efficiency Management Study, which is going to procurement. Chairman Snyder asked if NVTC's WMATA Board members need any support from NVTC on the criteria for a General Manager/CEO. Mrs. Hudgins stated that comments are always welcome. It is important to not make the target too narrow because it is a complex job that requires many different qualities.

Delegate Minchew stated that when he joined NVTC there was discussion of NVTC's role in "oversight of WMATA." In light of WMATA's recent problems, oversight should be

included in NVTC's job description. If there is not improvement, he is concerned that Congress will step in and create a WMATA Control Board.

Mr. Reid returned to the meeting at 10:11 P.M.

Mr. Tejada observed that although there have been problems, there are also good things WMATA is doing. Metro is the backbone of the region's transit network. He asked what the region would do without Metro service. Metro carries over 100,000 riders a day without incident. He asked if there is a way to highlight the positives. Mrs. Hudgins stated that it is difficult to balance complaints with the service WMATA provides. The Metro system is the second largest transit system in the country and it does not have a dedicated revenue source. That is not a good way to run a rail system. It is difficult to run an organization well without knowing where and when funding will come from.

Mrs. Hynes added that it is hard to change a reputation. She does not belittle what has happened at WMATA because they are serious events. But to put it into context, WMATA has had four derailments. This is comparable to other transit systems of the same size. No one would disagree that WMATA has made mistakes, but 100,000 of people ride the system every day and make it to their destination. WMATA has to find a way to come back again like it did after the accident on the Red Line in 2009. Mr. McKay stated he agrees with Mrs. Hynes' comments.

Senator Black and Mrs. Bulova left the meeting at 10:19 P.M. and did not return.

Mr. Reid expressed his opinion that just hiring a new CEO won't fix the problem. The WMATA Compact is outdated and needs to be revised. He would support a dedicated funding sources if there was more accountability at WMATA and if there were fundamental changes. Some of his suggestions included competitive tenuring of labor and removing outdated work rules; changes to the WMATA Board with respect to compensation and representation other than by elected officials; and a requirement for WMATA's financials to be audited by the Department of Transportation of the District, Maryland and Virginia. Mr. Euille stated that the reality is that WMATA's workforce has approximately 14,000 employees of which 11,000 are unionized, which drives the costs.

Chairman Snyder stated NVTC should come up with specific things it can do to work with the Virginia WMATA Board Members that will help get the WMATA system back up to a world class system.

Mrs. Hudgins left at 10:25 P.M. and did not return.

NVTC FY2017 Key Budget Issues

Ms. Coyner stated that providing key budget issues is part of the new budget process. Staff has reviewed the issue of direct contributions with jurisdictional funding partner staff. The plan is to recommend that direct contributions remain at the same level as past years. This action will be requested at the October meeting. A second issue is how to resource the implementation of the I-66 partnership between now and when tolls are

collected. NVTC staff will be prioritizing and identifying revenues other than those that currently fund NVTC's General & Administration Budget. There have been some successful preliminary discussions with VDOT. It is anticipated that the Framework Agreement will allow a portion of the toll revenues to be used for administrative expenses. The third key budget issue is that NVTC is looking to diversify resources and to leverage partnerships, with entities such as public universities and the Commonwealth.

Ms. Coyner stated that the preliminary FY2017 budget will be presented to the Commission at the October 1st meeting and there will be at least two work sessions. She is also available to answer individual Commissioner's questions. Staff has met with jurisdictional funding partner staff and will continue to do so during the budget cycle.

Mr. Cook requested that if additional staff positions are being included in the budget, especially for the I-66 project, he would like to see the proposed job descriptions. Chairman Snyder stated that the intent to work with the Commonwealth on how to fund the I-66 work. Ms. Coyner stated that the Commonwealth is committed to funding the bulk of it but is also looking for the Commission's commitment to getting the project implemented. Staff has been looking at ways to meet that commitment within the existing budget. She cannot promise that there won't be a need for resources from the localities to fund this project. Budget options will be provided.

In response to a question from Mr. Foust, Ms. Coyner stated that last year Commissioners asked for additional work sessions to give more opportunities for Commissioners to discuss the budget. Commissioners can attend just one work session or all of them. The work sessions are tentatively scheduled for October 1 at 6:00 P.M. before the regular Commission meeting and the proposed dates for a daytime session are October 8, 19, 20 or 26. Mr. Foust stated that he thought the discussions would occur during the Commission meetings. Ms. Coyner stated that the resolution that was passed spoke directly to a daytime work session, but NVTC can schedule additional work sessions if needed.

Commonwealth and Regional Agency Reports

There were no questions.

Financial Items for June and July 2015

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

Adjournment

On a motion by Mr. Fisette and a second by Delegate Minchew, the Commission unanimously voted to adjourn. Chairman Snyder adjourned the meeting at 10:35 P.M.

Approved this 1st day of October, 2015.

David F. Snyder
Chairman

Jeffrey McKay
Secretary-Treasurer



RESOLUTION #2283

SUBJECT: Referral of VRE's Preliminary FY 2017 VRE Operating and Capital Budget to the Jurisdictions

WHEREAS: The VRE Master Agreement requires the VRE Operations Board submit to the Commissions a preliminary fiscal year budget by September 30th each year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2017 Operating and Capital Budget;

WHEREAS: At its September 18, 2015 meeting, the VRE Operations Board took action to refer the preliminary FY 2017 Operating and Capital Budget to the Commissions for their consideration; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the preliminary FY2017 VRE Operating and Capital Budget be forwarded to the jurisdictions for their formal review and comment.

BE IT FURTHER RESOLVED that NVTC directs staff to consider and address comments by the jurisdictions and to forward a final recommended budget to the VRE Operations Board at the December 2015 meeting for consideration and referral to the Commissions for adoption in January 2016.

Approved this 1st day of October 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman