

MINUTES
NVTC COMMISSION MEETING – JULY 6, 2017
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McKay at 7:40 P.M.

Members Present

Sharon Bulova
John Cook
Jim Corcoran
Katie Cristol
Christian Dorsey
Adam Ebbin
John Foust
Libby Garvey
Catherine Hudgins
David LaRock
James LeMunyon
Matt Letourneau
Tim Lovain
Jeff McKay
J. Randall Minchew
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
David Snyder
Jennifer Wexton

Members Absent

Jeff Greenfield
Ron A. Meyer
Paul Smedberg

Staff Present

Karen Finucan Clarkson
Andrew D'huyvetter
Nobuhiko Daito
Rhonda Gilchrest
Dan Goldfarb
Allison Hahn
Patricia Happ
Scott Kalkwarf
Kate Mattice
Zachary McCoy
Doug Allen (VRE)
Joe Swartz (VRE)

Opening Remarks

Chairman McKay stated that there are important items on tonight's agenda, including an update from Amanda Baxter (VDOT) on the Transform 66 Inside the Beltway efforts and a report from John Cook on the work of the Governance and Personnel Committee regarding WMATA reform issues. Draft language for a resolution on WMATA reform will be discussed, but action won't be requested until the September meeting.

Mr. Dorsey stepped out of the room.

Minutes of the June 1, 2017 NVTC Commission Meeting

Ms. Bulova moved, with a second by Chairman McKay, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Cook, Cristol, Ebbin, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Minchew and Wexton. Commissioners Corcoran and Snyder abstained.

Consent Agenda

On a motion by Ms. Bulova and a second by Ms. Cristol, the Commission unanimously approved the following Consent Agenda Items:

- Authorize the Co-Chairs of the Legislative and Policy Committee to Submit Comments Regarding the Revenue Advisory Board's Recommendations to the General Assembly on the Transit Fiscal Cliff
- Authorize the Executive Director to Submit NVTC's Proposed Disadvantage Business Enterprise (DBE) Goals for Federal FY 2018-2020 for Public Comment and Federal Transit Administration Review

The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Ebbin, Foust, Garvey, Hudgins, Letourneau, Lovain, McKay, Minchew, Snyder and Wexton. Delegate LaRock voted no and Delegate LeMunyon abstained.

Mr. Dorsey returned to the meeting at 7:44 P.M.

Transform 66 Inside the Beltway Efforts

Ms. Baxter gave an update on this multi-faceted project involving I-66 Inside the Beltway. The scope of the project includes extending peak hours to four hours (eastbound 5:30 – 9:30 A.M. and westbound 3:00 – 7:00 P.M.) and HOV2+ toll free in 2017 shifting to HOV3+ toll free when the express lanes open on I-66 Outside the Beltway. The eastbound lanes Inside the Beltway will be widened from two to three lanes approximately four miles between the Dulles Connector Road and Fairfax Drive/Exit 71. The widening project will be delivered through a design build contract and include new and replacement noise

walls, a new W&OD Trail pedestrian and bicycle bridge over Route 29/Lee Highway, and off ramp improvements at Washington Boulevard and Glebe Road. VDOT expects to award the contract this fall and seek CTB approval in December with final notice to proceed in January 2018. Construction would begin in spring 2018. The contractor must meet the milestone date of opening the new eastbound lane no later than November 2020. Ms. Baxter briefed the Commission on a proposed new access point from I-66 eastbound to the West Falls Church Metro station. VDOT is adding it to the widening project to better assist direct access. The project has its own NEPA document with a categorical exclusion.

Ms. Baxter stated VDOT continues to engage the public and is getting ready to launch a major campaign in August to encourage drivers to get an EZPass and educate them about the toll project. Next week the Department of Motor Vehicles (DMV) will send out letters to hybrid vehicle owners to indicate they will no longer meet the exemption for I-66 Inside the Beltway starting in September but will maintain the exemption Outside the Beltway until those toll lanes are constructed.

Ms. Baxter updated the Commission on tolling construction. All gantries have been installed, the majority of signs installed, and all seven toll shelters installed. An extensive toll system testing program will begin in August.

Mr. Letourneau asked about caps to the actual tolls. Ms. Baxter responded that currently the algorithm has been written with no caps. Ms. Bulova observed that tolling begins this fall but construction won't begin until six months later. Ms. Baxter stated the tolling will continue through construction, however, there will be no lane closures during toll hours since most of the construction will occur on the weekends. She provided more details about lanes shifts, maintenance of traffic, and the lop system. Ms. Bulova stated that it is critical that this project be well managed to minimize impacts to people's commute.

Mr. Foust asked about the timing of when the access ramp to the West Falls Church Metro Station was added to the project. Ms. Baxter stated that it was introduced last summer during the NEPA documentation of the widening project and was identified as a positive enhancement. VDOT was not required under the categorical exclusion to conduct a public hearing. VDOT posted a willingness to hold a hearing, but there was no request from the public. Mr. Foust stated he would like to see more information about this since it is in or borders his district. He also expressed his opinion that sound walls should be constructed early in the project. Ms. Baxter explained that there is a longer lead time for wall fabrication, but she will convey Mr. Foust's concern at a VDOT project meeting.

Mr. Dorsey stated he is glad to hear VDOT is working through some of the issues with signage, which gives him hope that there can be resolution. He asked about the ability to change sign size, type, placement and aesthetics. Ms. Baxter stated VDOT is looking at these options.

Delegate LeMunyon stated he is happy to hear about the proposed access to the West Falls Church Metro Station. He asked if there is a way to reverse the toll for those single drivers coming off the Beltway who want to park at West Falls Church to ride Metro. This

would incentivize transit usage. Ms. Baxter stated there could be some options worthy of consideration, such as the ability to credit SmarTrip cards.

Mr. Letourneau asked about improved access from the Dulles Connector Road to the parking garage at the West Falls Church Metro station. The parking garage is currently only at 49 percent capacity. Ms. Baxter stated that VDOT did not look at this because they were limited to the scope of the I-66 improvements.

Regarding traffic diversion, Mr. Snyder stated that he is pleased VDOT will be measuring impacts on arterial roads before and after implementation. He asked that the analysis include several locations in Falls Church, especially Route 7. He appreciates VDOT working with Falls Church and Fairfax County on the proposed access to the West Falls Church Metro Station, since it will impact schools, residences, the university center, and future development near the station.

Chairman McKay announced the Transform 66 Multimodal Project has been renamed to the I-66 Commuter Choice Program. He asked staff to give an update on NVTC's involvement in the project. Ms. Mattice stated NVTC has allocated close to \$10 million in advanced funding from toll revenues for 10 transit projects, all of which will be on line before tolling starts. NVTC is working with VDOT on a ribbon cutting kick-off event on September 20th in Falls Church to coincide with the CTB meeting in Northern Virginia.

Patricia Happ, project manager, reviewed the benefits and goals of the project. She reported that the Commission will be asked to approve the next Call for Projects for FY2018 at the September meeting. Projects will then be evaluated during the winter followed by public comment during spring 2018. A working group will be established to implement the FY2018 program and review the list of projects, with a target for the Commission to approve the list of projects at the May meeting, followed by CTB approval in June.

Ms. Cristol observed that there is a \$500 million concessionaire payment for the I-66 Outside the Beltway tolling project, which creates opportunities for some large formative projects to be funded. She asked if there has been any consideration of larger multi-year projects for Inside the Beltway. Ms. Mattice stated it is anticipated that NVTC will have the opportunity to look at multi-year projects and financing options after FY2018, since current projects are funded for a two-year period and toll revenues projections will be more predictable.

Delegate LeMunyon stated that since I-66 Inside and Outside the Beltway is all one corridor, for the long-term he hopes it becomes an integrated process with how toll revenues are spent for the entire corridor.

Washington Metropolitan Area Transit Authority

Mr. Dorsey reported that the SafeTrack program has concluded. Ms. Hudgins reported WMATA has retired the oldest railcars, which is an important part of the General

Manager's commitment to the Back2Good initiative. She stated that WMATA now must focus on how to attract riders back to Metro.

Mr. Corcoran stated that the new hours of operations went into effect last week, which provides the Metro system with a means to continue maintenance with those hours built into the system. Chairman McKay stated he was pleased to see WMATA extend service on the Fourth of July and asked if WMATA will consider similar extensions in the future. Mr. Dorsey stated that during SafeTrack there were no exceptions, but now WMATA will consider service extension requests. Mr. Corcoran stated that decisions will be weighed against maintenance needs. Mr. Dorsey also gave some highlights on bus service.

In response to a question from Delegate Minchew, Mr. Dorsey explained that labor negotiations are continuing in private, so WMATA Board members do not have an update.

Delegate LeMunyon stated that he hopes WMATA will find ways to incentivize people to return to Metro and suggested subsidizing parking. Chairman McKay agreed and stated it is vital, especially as it relates to parking utilization. He observed that even though SafeTrack is over, there is still significant work that needs to be done. He suggested that for those areas still impacted by major maintenance, WMATA find ways to incentivize or entice people to stay with the system.

Delegate LeMunyon asked what steps WMATA is taking to identify those areas that need to change to bring Metro's cost structure in alignment with comparable transit systems, such as Chicago, Boston and San Francisco. Mr. Dorsey noted that even if ridership was restored to historical levels, many of WMATA's metrics (cost per revenue mile, etc.) would be comparable to other systems. There is a continued management effort to make sure the organization is right-sized. It is anticipated that the General Manager will propose new cost containment strategies in the fall.

Mr. Cook stated that WMATA should not underestimate the impact of the new railcars being put into service. VRE saw significant improvements in on-time performance and better customer experience after new railcars were put into service. Mr. Corcoran stated WMATA is already seeing impacts. Commissioners discussed some of the recent station improvements, including painting, cleanliness, lighting, station manager training and the new Fare Share pilot.

Mr. Snyder agreed that new railcars are fundamental and as a regular rider, he has seen improvements; however, when discussing how to get riders back, it is important to not limit it to parking. Bike and pedestrian access as well as integration with the bus system should also be considered.

Report of the Chair of the Governance and Personnel Committee

Chairman McKay stated the language for the draft resolution outlines the issues the Governance and Personnel Committee proposes as NVTC's position on the WMATA governance structure. The proposed language articulates positions on WMATA Board composition, voting authority, technical expertise, compensation, ethics, and the use of

the jurisdictional veto. It is anticipated that the resolution will be brought back to the Commission in September for action and would include this initial language plus any additional reforms that would be approved by the Governance and Personnel Committee this summer. This will be NVTC's chance to formally weigh in on Secretary LaHood's efforts, which will be completed by the end of September.

Chairman McKay encouraged all Commissioners to attend the July 19th Governance and Personnel Committee meeting, where discussion will focus on reviewing benchmarking data and performance measures related to labor costs and labor relations, pension liability and other post-employment benefits; and data related to financial and operational improvements.

Mr. Cook reviewed the benchmarking data presented at the last Governance and Personnel Committee meeting regarding Board structure, membership, roles and responsibilities, and meeting frequency. The WMATA Board has 16 members, which is larger than the average transit system. The recommendation is to have a 12-member Board (three from each jurisdiction—MD, DC VA and federal government). For Virginia, one would be appointed by the Commonwealth and two from NVTC. The analysis shows that no other transit system has alternates or a jurisdictional veto. The recommendation is to eliminate both. The resolution also recommends Board committees and meetings should be reduced; WMATA Board members should receive financial compensation to be paid by WMATA; and WMATA establish stronger ethics rules pertaining to fiduciary duties and conflicts of interest.

Mr. Cook stated that the committee looked at the pros and cons of having elected officials serve as Board members. SEPTA is the only other transit system that has elected officials on its board. The main issues are conflict of interest and dual fiduciary. The committee acknowledged there can be conflict of interest with non-elected as well. The consensus of the committee is to recommend a mixture of elected and non-elected board members, each of whom have "experience in transit planning, transportation planning, or land use planning or land use planning; transit or transportation management or other public-sector management; engineering; finance; public safety; homeland security; human resources; or the law; or knowledge of the region's transportation issues derived from working on the resolution of regional transportation issues."

Mr. Cook explained that this resolution is not an attempt to fix the entire Metro system. The intent is to maximize Virginia's interest in the process. The plan is to have as many issues that NVTC can agree upon in the resolution. The committee intentionally took no position on opening the WMATA Compact while acknowledging some of the recommended changes would require Compact changes. Mr. Cook observed that the committee has already received comments back from several Commissioners and he encouraged all Commissioners to comment. He stated that the committee agreed that moving forward NVTC should have some institutional way to broaden its influence with WMATA, such as creating a WMATA Committee.

Ms. Hudgins asked if the committee has any specific recommendations on ethics. Mr. Cook explained that the committee did not attempt to study specifics but there was a concern of how votes could be influenced. Mr. Dorsey noted WMATA's ethics code has

recently been revised. He stated NVTC should provide a list of things that need to be fixed.

Ms. Cristol expressed concern noting the code of ethics language could be perceived that NVTC thinks there is some ethics problem that needs to be resolved. She suggested wordsmithing the clause to emphasize the dual fiduciary concerns, role conflicts and organizational efficacy instead of ethics and conflict of interest.

Mr. Dorsey noted an error in the benchmarking data regarding Board composition, which when adjusted the overall average shifts from 11.5 members to 13.5 members. He stated it is important to correct this data.

Mr. Corcoran commended the work of the Governance and Personnel Committee. He suggested the resolution include a qualifier for the federal government to have a seat on the WMATA Board as long as it continues PRIIA funding and other funding. Chairman McKay stated that this was an assumption that the federal government would continue to be a financial contributor to WMATA but agreed that it could be included in the resolution as a whereas clause.

Delegate LaRock asked about the Board member requirements listed in lines 59-64. Chairman McKay explained that these requirements were pulled directly from the Virginia Code. Mr. Cook observed that no other transit agency has a detailed list of qualifications.

Ms. Garvey thanked Chairman Cook for his leadership and observed the Governance and Personnel Committee accomplished a lot at the last meeting. She observed that one of the biggest problems with WMATA is political. Chairman McKay stated that in contrast to public perception, only 25 percent of the WMATA Board is elected officials.

Senator Ebbin observed that if there are no alternates, there could be a situation where there is no representation of the jurisdictions if a principal member cannot attend. In terms of ethics, Senator Ebbin suggested rewording it to "review all ethics rules and see they are strong and appropriate." Regarding dual fiduciary, he stated everyone who works in government appropriates and spends money. Generally, he likes the overarching themes of the resolution.

Delegate LeMunyon asked about scenarios if the jurisdictional veto is eliminated. He asked if non-Virginia members could vote to raise fares or change service in Virginia over Virginia's objection. Mr. Cook replied hypothetically yes, but Maryland and the District make up only 50 percent of the voting, so the federal government would also need to vote against Virginia.

Delegate LeMunyon stated that the proposed Board member qualification to be an expert not be interpreted as former Board members, employees, or former elected officials. He interprets the intent of "expert" is to have years or decades of private sector experience in senior management capacity of multi-billion-dollar transportation agencies (such as a former CEO of a major airline, a chief safety officer of a major railroad, or a chief operating officer of a worldwide delivery company).

Mr. Lovain stated that often recommended changes are a result of identifying a problem, so it's important to ask if there is some characteristic of the WMATA Board that needs to be fixed. He expressed his opinion that many of the things mentioned do not rise to that level. He also is concerned about opening the Compact and distracting the region from the critical issue of funding. Regarding the jurisdictional veto, Mr. Lovain observed that most transit systems are in only one jurisdiction or state. WMATA is uniquely represented by three jurisdictions. He also noted having alternates provides a way for the jurisdictions to have "some skin in the game" and with this recommendation there may not even be a Board member representing a jurisdiction inside the Beltway. He expressed his opinion that there should be a way of making changes to WMATA that does not open the Compact unless it is certain the changes will improve the operations of the Metro system. Mr. Cook expressed his opinion that NVTC would not be working on this if there wasn't a problem at WMATA. One can't deny there were issues and problems in the past, which could have been different if there were members with expertise on the Board.

Delegate Minchew suggested the resolution address each of the six items listed in SB1251. Regarding ethics, WMATA already has an ethics code. NVTC may need to include language in the resolution to explain the intent of NVTC's call for stronger ethics rules. He stated that NVTC can't have it both ways on the Compact issue. Chairman McKay explained that while the committee believed many things can be accomplished without opening the Compact, should others decide to open it, NVTC recommends these things be amended. He agreed that the clause can be reworded in the resolution.

Mr. Foust stated he does not want to leave the impression that NVTC does not want to change the Compact. He suggested taking out the entire clause and replace with "the following changes in WMATA Governance, some of which would require Compact changes:" Mr. Foust also expressed his opinion that there is a conflict of interest with elected officials serving on the WMATA Board.

Ms. Bulova stated that those who have "skin in the game" by paying for Metro should have the opportunity to serve on the Board. She hears Mr. Foust's concerns, but when you serve on both, as she does for the Fairfax County Board and the VRE Operations Board, she must park her parochial hat at the door. On the issue of alternates, she observed that there is confusion at WMATA regarding alternates and principals. She expressed her opinion that there should be real alternates so if a principal member cannot attend the alternate could represent the jurisdiction. Regarding the jurisdictional veto, she stated that is it wrong that one jurisdiction can hold up the entire system and this needs to be changed. Chairman McKay stated that during his term of the WMATA Board, veto threats were frequent and curtailed what WMATA needed to be doing. As a former alternate, he does not see benefit to having alternates since it creates confusion.

Mr. Snyder stated governance is important, but in his view, it is not as important as reliable, safe and affordable service and how it is funded. He would not want to see this deflect other issues. Secondly, he suggested adding criteria that a Board member must be a patron of the system. Mr. Cook stated that this is problematic since it is hard to define such a requirement. He agreed that the Board members need familiarity with the system. Mr. Snyder stated good governance requires people to understand the product and service they are providing. He is not saying that a Board member needs to ride it every

day. Chairman McKay suggested that NVTC could consider making it a requirement of NVTC's appointment to the Board.

Ms. Garvey left the meeting at 9:42 P.M. and did not return.

Mr. Dorsey echoed Mr. Lovain's comments about being concrete about what problems NVTC is trying to solve and couple them with solutions. This needs to be articulated in the resolution. In response to dual fiduciary, the WMATA Board has worked on this issue over the last year. It's not really dual fiduciary, it's a matter of making a choice. At some level, there is accountability to elected officials, which is the basis for all decisions made by transit boards. The issue is whether there is a conflict of interest, not whether a local official must make a difficult choice. He asked if it is a governance issue or a persona problem. Mr. Foust responded that as an elected official, you can't put the best interest of WMATA over the best interest of your constituents. Mr. Dorsey disagreed. Chairman McKay noted that this is one of the reasons the Committee did not make a recommendation, since there are challenges on both sides of the issue. He thanked Chairman Cook for his work with the committee. He reminded Commissioners that if they have strong opinions to come to the July 19th committee meeting or submit written comments.

Mr. Letourneau recommended that the resolution avoid being too prescriptive. He cited an example of "have familiarity with the system" as opposed to "requiring Board member to be regular riders." Regarding elected officials as Board members, he agrees that there is a conflict. However, since it comes down to the issue of money, if you have a Board with "no skin in the game" there is no incentive to keep costs down for the jurisdictions. Having a mix of non-elected and elected members allows some Board members to have fiduciary responsibility to their constituents to pass a budget that doesn't have exorbitant increases in WMATA, but at the same time have a responsibility to WMATA.

Virginia Railway Express

VRE CEO Report. Mr. Allen updated the Commission on the fatal accident last week on the Manassas Line, when reverse-flow Northbound Train #336 struck a 13-year old female trespassing on the bridge over Bull Run. There were nine passengers on the train, but because of the remoteness of the incident scene, it was determined that the safest alternative for those passengers was to remain on the train. VRE's on-board crew did an excellent job of making them as comfortable as possible until the train could be safely moved to a station.

Mr. Allen stated that when the incident occurred railroad operations were immediately shut down on this section of Norfolk Southern's track. VRE Manassas line train operations were severely disrupted. VRE's Metro Option was opened, which allows VRE riders to use their tickets as a flash-pass on Metrorail trains. While some Manassas line trains were cancelled, the remainder were allowed to go as far as the Burke Centre Station. With the help of PRTC and Fairfax County, VRE used several OmniRide and Fairfax Connector buses to get riders from Burke Centre to their final station destinations. These operations went as well as could be expected and VRE is grateful to the drivers, supervisors, and

everyone who pitched in to help. Mr. Allen also gave a brief description of the activities in VRE's Communications Room, where staff ran operations, provided real-time communication, as well as monitored and responded to the incident.

Mr. Allen explained that incidents like these have thankfully been rare for VRE, but are a reminder of how important safety is to VRE operations. VRE strives daily to keep safety as its number one priority.

Mr. Lovain left at 9:59 P.M. and did not return.

Mr. Allen also reported that VRE's Chief Financial Officer, Donna Boxer, retired at the end of June. He announced Mark Schofield was selected as the new CFO and began his duties on July 5th. Mr. Schofield comes to VRE with a wealth of experience from WMATA, where he held the position of Director of Financial Planning and Analysis.

Ms. Bulova thanked Mr. Allen and his staff, Keolis staff and crews, for handling of this tragedy. She also acknowledged Fairfax County and the Connector, as well as PRTC and OmniRide for helping get passengers to their destinations. Chairman McKay observed that following this tragedy the police have been educating the public on the dangers of walking on train tracks. He encouraged Commissioners to continue public outreach on this important issue. Mr. Cook stated that at the next Fairfax County Board of Supervisors meeting, he plans to present a proposal to work with the public schools, since there is a big problem with kids meeting on the tracks. There needs to be a concerted message and the schools can help get the message out. Chairman McKay agreed and stated he has a similar plan and will work with Mr. Cook. Mr. Allen offered VRE to work with the county on these initiatives.

VRE Submission to NVTa for Funding Using the Outside the Beltway Concessionaire Payment. Ms. Bulova stated that Resolution #2341 would authorize the VRE CEO to submit a VRE project to NVTa for funding using the Outside the Beltway Concessionaire Payment. The VRE Manassas Line Capacity Expansion and Enhanced Decision Support Project would expand capacity along the Manassas Line by increasing the number of seats and parking spaces available to travelers who may otherwise drive on I-66, and would provide real-time information at key decision points to allow travelers to make the most appropriate choice of mode for their trip. Ms. Bulova stated the submission deadline was June 28, 2017, so if the Commissions do not approve the action, VRE will pull the application.

In response to a question from Delegate LeMunyon, Ms. Mitchell explained that the Commonwealth's Transform 66 Outside the Beltway project is a multimodal public private partnership between VDOT, DRPT and a private partner, Express Mobility Partners. The final agreement is expected to include a \$500 million concessionaire payment from Express Mobility Partners, for multimodal projects within the I-66 corridor.

Ms. Bulova moved, with a second by Ms. Cristol, to approve Resolution #2341. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Hudgins LaRock, LeMunyon, Letourneau, McKay, Minchew, Snyder and Wexton.

Department of Rail and Public Transportation

DRPT Director Mitchell gave an update on the Metro Safety Commission. On the legislative front, the MSC legislation was passed in the Senate and the House Judiciary Committee has approved it with full action by the House expected later this summer. DRPT is working with the Metropolitan Washington Council of Governments to set up administrative support. A RFP was issued for a private firm to provide support for mobilization and a RFP was issued for executive recruitment services.

Ms. Mitchell stated that at its June 21st meeting, the Commonwealth Transportation Board discussed recommended changes to the Smart Scale program. She reviewed some of the changes. There is still opportunity to submit comments on the Smart Scale website.

Ms. Mitchell gave an update on the I-395 project. The study document should be finalized this fall. DRPT has begun discussions with NVTC and PRTC about an agreement on the use of toll revenues for transit projects.

Executive Director Report

Ms. Mattice thanked the Virginia WMATA Board members for participating in NVTC's second WMATA public forum on June 15th in Alexandria. It was well attended by approximately 50 people. NVTC plans to host another event in the fall. She reminded Commissioners that there is no August meeting. Secretary LaHood has been invited to attend the September 7th meeting. She also announced the September 20th kick-off event for the I-66 Commuter Choice Program.

Adjournment

Ms. Hudgins moved, with a second by Ms. Cristol, to adjourn the meeting. Without objection, Chairman McKay adjourned the meeting at 10:18 P.M.

Approved this 7th day of September 2017.

Jeffrey C. McKay
Chairman

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2341

SUBJECT: Authorize the VRE CEO to Submit a VRE Project to NVTA for Funding Using the Outside the Beltway Concessionaire Payment

WHEREAS: The Northern Virginia Transportation Authority has been requested by Secretary of Transportation Aubrey Layne to coordinate with the Department of Rail and Public Transportation and Virginia Department of Transportation to solicit eligible projects and make project recommendations to the Commonwealth Transportation Board;


WHEREAS: The Northern Virginia Transportation Authority issued a call for projects on June 8, 2017 and candidate projects must be submitted by June 28, 2017;

WHEREAS: Candidate projects must be in the I-66 Outside the Beltway Corridor or demonstrate a clear and compelling nexus to the I-66 Outside the Beltway Corridor; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to submit, on behalf of the Commissions, the VRE Manassas Line Capacity Expansion and Real-Time Traveler Information Project to the Northern Virginia Transportation Authority for consideration to recommend to the Commonwealth Transportation Board regarding the use of the projected \$500 million I-66 Outside the Beltway Concessionaire Payment, make any necessary corrections to the project amounts or descriptions in the application, and execute all project funding agreements that may result from consideration of the projects.

Approved this 6th day of July 2017.



Jeffrey C. McKay
Chairman



Matthew F. Letourneau
Secretary-Treasurer