



MINUTES
NVTC COMMISSION MEETING – FEBRUARY 5, 2015
SPEAKER'S CONFERENCE ROOM – GENERAL ASSEMBLY BUILDING
RICHMOND, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Smedberg at 4:14 P.M.

Members Present

Sharon Bulova
Jim Corcoran
Catherine Hudgins
Jeff McKay
David Meyer (City of Falls Church alternate)
J. Randall Minchew
Jennifer Mitchell (DRPT alternate)
Paul Smedberg
David F. Snyder
Jennifer Wexton

Members Absent

John Cook
William Euille
Jay Fisette
John Foust
Jeff Greenfield
Mary Hynes
Ken Reid
J. Walter Tejada

General Assembly Members

Absent During Session

Richard Black
James LeMunyon
Thomas Rust

Staff Present

Kelley Coyner
Rhonda Gilchrest
Kate Mattice
Aimee Perron Siebert (Hillbridge Group)
Joe Swartz (VRE)

Oath of Office

Chairman Snyder announced that Jim Corcoran has replaced Jim Dyke as the Commonwealth's representative on NVTC. Chairman Snyder administered the oath of office to Mr. Corcoran and Commissioners welcomed him to NVTC.

Minutes of NVTC's January 7, 2015 Meeting

Mr. McKay moved, with a second by Mrs. Bulova, to approve the minutes of the January 7, 2015 NVTC Meeting. The vote in favor was cast by Commissioners Bulova, Corcoran, Hudgins, McKay, Smedberg and Snyder. Commissioners Meyer and Wexton abstained.

Consent Agenda

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

- Resolution #2265: Approve the FY 2016 State Transit Assistance Applications
- Resolution #2266: Authorization to Apply for FY 2016 Capital Assistance from DRPT for the New Electronic Payments Program (NEPP)

The Commission then voted to approve the Consent Agenda. The vote in favor was cast by Commissioners Bulova, Corcoran, Hudgins, McKay, Meyer, Smedberg, Snyder and Wexton. (Copies of the resolutions are attached.)

Virginia Railway Express (VRE)

VRE Report. Mrs. Bulova stated that VRE conducted an orientation for Cheryl Openshaw, DRPT Deputy Director, and Todd Horsley, DRPT Director of Northern Virginia Transit Programs, on January 28th. Part of the orientation included a train tour to the Ivy City mid-day storage yard. Any Commissioner wishing to have a similar orientation should contact staff. Mrs. Bulova also announced that NVTC will have a presentation on the Management Audit at its March 5, 2015 meeting.

Revisions to the VRE FY 2016 Operating and Capital Budget. Mrs. Bulova stated that Resolution #2267 would approve the Revised FY 2016 VRE Operating and Capital Budget and the Amended FY 2015 VRE Budget and refer them to the jurisdictions for their formal review and adoption. The revisions reflect an increase to the estimate of federal formula funding available in FY 2016. The version of the FY 2016 VRE budget that NVTC adopted at its January 7th meeting included an estimate of federal formula funds of \$21.2 million, a significant decrease from the FY 2015 amount because of considerable uncertainty about federal funding levels. With the passage of the federal Omnibus Appropriations and Continuing Resolution legislation, the new estimate of federal funds has increased by \$6.8 million from \$21.2 million to \$28 million and the

Capital Budget for FY 2016 to be increased by \$8.5 million from \$46.3 million to \$54.8 million, including required match. The CIP Project Description has also been revised to include a more accurate description of the scope and potential funding sources for the Brooke and Leeland platform projects. The resolution explicitly mentions the submission of these projects to the Fredericksburg Area Metropolitan Planning Organization (FAMPO).

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2267 (copy attached). The vote in favor was cast by Commissioners Bulova, Corcoran, Hudgins, McKay, Meyer, Smedberg, Snyder and Wexton.

Award of the Contract for VRE Maintenance of Equipment and Facilities. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2268, which would authorize the VRE Chief Executive Officer to award a five-year contract to Keolis Rail Services Virginia, LLC for the VRE Maintenance of Equipment and Facilities Contract. The contract value through June 30, 2016 is an amount not to exceed \$6,410,603. The terms of the contract, exclusive of the mobilization period, shall be for a base period of five years, commencing July 1, 2015 and ending June 30, 2020 with option to extend for two additional five-year periods, not to exceed 15 years. Each year during the base period, VRE will seek Operations Board approval for the contract amount for that year. At the completion of the base period, recommendation for award of the option period will be brought back to the Operations Board for recommendation to the Commissions for authorization. Mrs. Bulova gave an overview of the procurement process.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2268 (copy attached). The vote in favor was cast by Commissioners Bulova, Corcoran, Hudgins, McKay, Meyer, Smedberg and Wexton. Chairman Snyder abstained.

Final Master Agreement Amendment Regarding Weighted Voting. Mrs. Bulova reported that all the participating and contributing jurisdictions have approved the amendment to the VRE Master Agreement. Resolution #2269 would authorize NVTC's Chairman to execute the amended agreement on behalf of the Commission. She explained that the General Assembly enacted a statutory requirement amending §15.2-4507 whereby for each year the state contribution to VRE is greater or equal to the highest contribution from a single VRE member jurisdiction, the Chairman of the Commonwealth Transportation Board or his designee shall have a weighted vote equal to the highest contributing jurisdiction. This would go into effect July 2015. This legislation necessitates an amendment to the VRE Master Agreement. In July 2014, both NVTC and PRTC took action to forward the amendment to the VRE member jurisdictions for their approval and execution. NVTC's VRE jurisdictions are Fairfax County, City of Alexandria and Arlington County and they all approved the amendment.

In response to a question from Mr. Smedberg, Mr. Swartz stated that PRTC is expected to take action on this at their February 12, 2015 meeting.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve the resolution. The vote in favor was cast by Commissioners Bulova, Corcoran, Hudgins, McKay, Meyer, Smedberg, Snyder and Wexton.

Executive Director Report

Ms. Coyner announced that NVTC's Forum on the Benefits of Transit in the Regional and Commonwealth Economy is going to be held on May 8th at the Greensboro Conference Center off the Silver Line in Tysons Corner. Instead of NVTC conducting a business meeting the night before on May 7th, it is anticipated that if a business meeting is needed, it will be held in combination with the Forum.

Ms. Coyner reported that HB2 prioritization scoring is expected to be presented to the Commonwealth Transportation Board (CTB) in February followed by a number of stakeholder meetings. NVTA will hold a stakeholder meeting in Northern Virginia on February 26th. There is an opportunity for NVTC to submit comments. She stated that NVTC staff will work with NVTA and jurisdictional staff and will bring back draft comments for Commission consideration.

Regarding I-66 Outside the Beltway, Ms. Coyner stated that staff has been engaged in the transit portion of this project. She currently serves on the Stakeholder's Executive Committee. Chairman Snyder requested that testimony be drafted for him as Chairman or his designee regarding both I-66 Inside and Outside the Beltway. He stated that he has attended both I-66 Inside and Outside the Beltway briefings and the highway portion seems well developed but the transit portion seems ambiguous. Ms. Mitchell stated that there is a Transit/TDM Advisory Group working on recommendations. Local jurisdictional and NVTC staff have been involved. She stated that comments are welcome.

Mr. Snyder asked if a motion is needed for the Commission to comment on HB2. Ms. Coyner stated that no motion is needed at this point and action can wait until NVTC's March 5th meeting.

Mrs. Bulova moved, with a second by Mr. McKay, to authorize NVTC's Chairman or his designee to submit comments on I-66 Outside and/or Inside the Beltway. Comments will be circulated before submission.

Mr. McKay stated that he understands Chairman Snyder's concern about ambiguity. He appreciates the deliberate action taken by DPRT and VDOT to make sure transit is a significant component of the I-66 project. He expressed his frustration that transit did not end up being a component of the I-95 express lanes project. In light of that experience, NVTC needs to be aggressive to ensure that transit is included. He stated that it may be appropriate at some point to come back and discuss transit issues for I-95. When comparisons are made between these two corridors, they are almost identical (number of vehicles, mileage distance, parameters of the project, etc.). The region cannot afford to not make transit a significant part of the I-66 corridor project. It is important for NVTC to be steadfast in making sure transit is included.

Mr. Smedberg agreed and stated that this is very important to the closer-in jurisdictions because there are concerns of limited space and access for safety vehicles. Mrs. Hudgins stated that the multi-modal piece of the plan is critical. Mr. Meyer stated that he agrees with the previous comments. He stated that this I-66 project will impact many jurisdictions along the corridor, including the City of Fairfax. A rail extension will create significant development. For the City of Fairfax and its long-term planning it is critical to have a clear understanding early on of what is planned. The City of Fairfax is currently planning some major infrastructure investments close to I-66 and it is his understanding that the County is doing the same.

Ms. Mitchell stated that this is a very high priority project for the McAuliffe administration, which is fully committed to making this a multi-modal project. It is likely to be implemented as a public private partnership (P3) and it will be a very large and expensive project. This will lead to decisions of staging and phasing and what is financially viable for the state to afford, as well as any contributions from the local jurisdictions.

Chairman Snyder stated that the long-term plans for the District of Columbia are nowhere near where they need to be in terms of transit. There needs to be connectivity and transit needs to be a major component. He suggested staff work with existing advisory groups as comments are developed.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Corcoran, Hudgins, McKay, Meyer, Smedberg, Snyder and Wexton.

Chairman Snyder welcomed Senator Barbara Favola and thanked her for joining NVTC's meeting and for her service in the Senate.

Report from the Virginia Members of the WMATA Board of Directors

Mrs. Hudgins welcomed Mr. Corcoran to NVTC and stated that she looks forward to working with him on the WMATA Board of Directors. She reported that work continues on the budget and action by the WMATA Board is expected in May. Work also continues on the Capital Funding Agreement (CFA).

Mr. Smedberg asked if yesterday's FTA announcement that it is conducting a safety management review of Metrorail and Metrobus following the January 12th smoke incident could impact the WMATA budget process.

Mrs. Hudgins stated that WMATA welcomes FTA's oversight. WMATA continues to meet FTA's requirement under the FMO that all applications be submitted and reviewed ahead of time. Little by little they are being accepted, which means the revenue comes back to WMATA from the grants. WMATA expects further recommendations following FTA's safety management review. The WMATA Board is taking ownership from an operations standpoint and FTA oversight is necessary.

Mrs. Hudgins stated that the Metropolitan Washington Council of Governments (MWCOG) is having a meeting next week on Metro safety. WMATA welcomes this because there is a need to ensure that there is collaboration and coordination of all regional partners when it comes to safety. She stated that safety and finances cannot be disconnected. Mrs. Bulova stated that MWCOG's meeting will discuss communication and how local government systems coordinate with WMATA both above and below ground. She stated that NVTC may wish to have a discussion on communication and safety at a future NVTC meeting. Chairman Snyder agreed and asked Mrs. Hudgins and Mr. Corcoran to organize a WMATA presentation at the March or April meeting, including the communication between first responders and WMATA and what lessons have been learned from the January 12th event. He also clarified that it should not just be about the technological aspects but how public safety agencies and WMATA are integrated to the maximum extent in terms of communication and incident management. It may require reaching out to first responders and seeking their recommendations. Mrs. Hudgins stated that WMATA's new Board Chairman Mort Downey has requested to meet with NVTC Commissioners and this would be a good topic to cover.

Ms. Coyner welcomed Janet Clarke, a member of the Loudoun County Board of Supervisors. Chairman Snyder thanked her for coming and welcomed her to the table.

Financial Items for December 2014

The financial report was provided to Commissioners and there were no questions.

Legislative and Policy Developments

Chairman Snyder asked Ms. Mitchell to begin the discussion as they wait for more General Assembly members to arrive. Ms. Mitchell gave an overview of the transit accomplishments for 2014, including completion of the Route 1 Multi-Modal Alternatives Analysis, opening of the I-95 Express Lanes, opening of the Alexandria BRT Project, groundbreaking of the VRE Potomac Shores Station, the opening of the Silver Line, obtaining the Richmond Broad Street BRT TIGER Grant, opening of the Lynchburg Transfer Facility, and the completion of the Harrisonburg Maintenance and Administration Facility.

Ms. Mitchell reviewed the major upcoming priorities for 2015, including the State of Good Repair investments statewide, Metro 2025 investments, I-66 Multimodal Project, I-95 Rail Corridor Improvements, improved transit data collection practices, transit development plans, Blacksburg Multimodal facility, HRT Light Rail expansion to Virginia Beach, Lynchburg Operations and Maintenance Facility, and the Roanoke Intermodal Facility.

Delegate Minchew arrived at 4:49 P.M.

Ms. Mitchell also provided an overview of proposed legislation that is a high priority to the administration. She stated that HB1886 redefines and codifies new guidelines for public

private partnerships. The legislation is intended to provide more transparency and accountability in the P3 process. It is important to establish some true accountability for decision making, which would require the issuance of a Finding of Public Interest which documents that benefits to the public exceed the costs of the project. If there is a major change in the scope, another Finding of Public Interest would be required. This legislation would also require a risk assessment for high risk projects, which almost all P3 projects are considered. She reported that HB1886 passed the House unanimously.

Ms. Mitchell also gave an overview of HB1887 which is the Omnibus budget bill. Part of this legislation would change how CTB members can be removed from the Board. The desire is to have the Commonwealth Transportation Board a truly independent body so that it would no longer allow the Governor to remove a CTB member unless there was cause. The bill also has made some changes on how highway funds are allocated. It will provide approximately \$40 million per year to meet the growing needs of transit. In response to a question from Mr. Smedberg, Ms. Mitchell stated that the \$40 million is an estimate and there is no ceiling or floor to cap this amount, but the revenue sources are not subject to major fluctuations. Ms. Coyner clarified that this \$40 million is for state assistance for mass transit for capital which is primarily allocated for State of Good Repair projects. HB1887 passed the House by a 96-2 vote. Ms. Mitchell stated that this legislation does not fix the funding gap for the future, but it is a step in the right direction. It is not just a transit issue but also a local government issue because if the state assistance goes down it will be up to the jurisdictions to make up the gap. This especially impacts the smaller jurisdictions throughout the Commonwealth.

Ms. Mitchell also reviewed Delegate LeMunyon's budget amendment that would require funds allocated to the Mass Transit Capital Fund earmarked for the construction of new fixed rail projects be subject to HB2 prioritization scoring. This would not impact transit operations funding or capital projects for state of good repair. She explained that many of the new fixed rail projects would have to go through the HB2 scoring anyway because the Mass Transit Capital Fund is not large enough to support these types of projects. The amendment has little to no impact on transit funding.

Ms. Mitchell also gave an overview of some of the budget amendments related to WMATA and state funding for WMATA, in response to the FMOA and certified WMATA audits. She stated that DRPT supports the accountability of WMATA and DRPT already provides a significant amount of oversight of WMATA, as well as through NVTC. It is important for legislators to understand that it is not the Commonwealth that is on the hook for WMATA funding if state funding is held up; it is NVTC and the local jurisdictions. It is not an option to stop running Metrorail. She encouraged Commissioners to speak with legislators on this issue. Mrs. Hudgins agreed.

Chairman Snyder thanked the General Assembly members for their service and asked for their observations and comments on the 2015 Session. Delegate Minchew stated that he looks forward to seeing what action the Senate takes when Crossover occurs on February 10th. He stated that HB1887 is a structurally sound bill that for a long-term basis will lead to more synergy and interdependence between transit and road improvements. This bill will provide more linkages between transit and transportation planning and for more opportunities for NVTC to work with NVTa and the CTB. Delegate Minchew

explained that he has never liked that tax revenue gets collected in Northern Virginia through HB2313 and then has to go back to Richmond, but the region does not know when the revenue will come back or what kind of discounts will be applied to the funds. This is also an issue for local governments. Several legislators are working on this issue to bring more transparency to the process. He reported that the bill he filed for NVTA was tabled. The Commissioner of Revenue has stated that he will work with NVTA's Executive Director on this issue.

Chairman Snyder stated that related to NVTC's Forum, he would like to see those parts of NVTC geographic territory that are not currently well served by transit to play an important role in helping NVTC sketch out priorities and needs that are not being met. Ms. Coyner also stated that NVTC is looking to engage with General Assembly members to help them understand how transit and transportation works in Northern Virginia. Chairman Snyder stated that it is important to look at what NVTC can do to bring service to people who don't have access to transit. NVTC's Forum is a great opportunity to do this.

Ms. Mitchell introduced Cheryl Openshaw, DRPT's new Deputy Administrator. Ms. Mitchell explained that this is a new position at DRPT and Ms. Openshaw will be helping her to run the agency on a day-to-day basis.

Delegate Minchew asked about VRE and the Commissions' liability in the event of a VRE accident. NVTC's VRE Operations Board members reviewed the indemnification agreement with the railroads and VRE's current liability insurance. Chairman Snyder asked Ms. Coyner to coordinate a meeting with Mr. MacIsaac, NVTC's and VRE's legal counsel, and Delegate Minchew to follow up on these and other questions. Chairman Snyder also requested an update on this issue at the Commission's next meeting.

In response to a question from Chairman Snyder about HB1887, Ms. Coyner stated that staff will work with jurisdictional staff on this.

Adjournment

Mr. Smedberg moved, with a second by Mrs. Bulova, to adjourn. Without objection, Chairman Snyder adjourned the meeting at 5:29 P.M.

Approved this fifth day of March, 2015.

David F. Snyder
Chairman

Jeffrey McKay
Secretary-Treasurer



RESOLUTION #2265

SUBJECT: Approval of FY 2016 NVTC and VRE State Operating, Capital, and Related Grant Applications and Authority to Apply for Funds from the Commonwealth Transportation Board, Federal Transit Administration and other Grant Agencies.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, WMATA, local bus systems and Virginia Railway Express (VRE) operating and capital costs, and to support the NVTC's Fellows Program.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's Executive Director is authorized, for and on behalf of NVTC and as an agent for its members: 1) to execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for the FY 2016 commencing July 1, 2015 in the amount of \$623.7 million in eligible operating costs to defray a portion of the public transportation cost of NVTC and its members for operations; 2) to accept from DRPT and execute grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and its members: 1) to file an application to DRPT for grants of public transportation assistance for FY 2015 for capital expenses totaling \$269.6 million in costs (\$157.9 million non-federal) to defray the costs borne by NVTC and its members for equipment, facilities and the associated expenses of any approved capital grant, with a minimum four percent local participation required; 2) to revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available; 3) to accept from DRPT and execute grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and its members: 1) to file an application to DRPT for a grant of financial assistance under the Intern Program to defray a portion of \$50,000 of costs of the NVTC Fellows Program; 2) to accept from DRPT and execute grants in such amounts as may be awarded; and 3) to furnish to DRPT such documents and other information as may be required for processing the grant request.

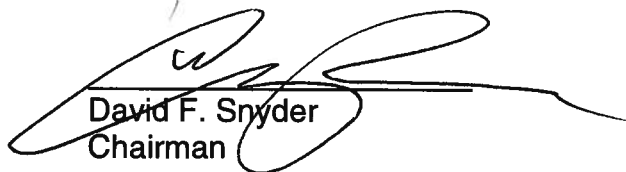
BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and PRTC and their members: 1) to file FY 2016 VRE applications to DRPT in the amount of \$51.4 million for operating costs, \$84.8 million in total costs for capital (\$41.8 million non-federal); 2) to revise the application to reflect refined estimates by VRE; 3) to accept from DRPT and execute grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and its members, to furnish to TPB, CTB and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 5th day of February, 2015.


David F. Snyder
Chairman


Jeffrey McKay
Secretary-Treasurer



RESOLUTION #2266

- SUBJECT:** Authorization to Apply for FY2016 Capital Assistance from DRPT for Funding to Support Costs Related to the New Electronic Payments Program (NEPP)
- WHEREAS:** WMATA has selected Accenture as their contractor for the New Electronic Payments Program (NEPP), a new regional fare collection system that will eventually replace the SmarTrip system;
- WHEREAS:** WMATA has no financial obligation to Accenture until the initial NEPP Pilot/Proof of Concept phase is successfully completed, upon which WMATA will move forward and further develop the details of the program;
- WHEREAS:** The Regional Partners, which include NVTC and its member jurisdictions (with the exception of Falls Church) as well as the Potomac and Rappahannock Transportation Commission (PRTC) and both NVTC and PRTC as owners of the Virginia Railway Express (VRE) understand and appreciate the need for a regionally integrated fare payment system;
- WHEREAS:** The Regional Partners have entered into a Memorandum of Agreement, dated May 14, 2014, which demonstrates their joint commitment to the development, testing, funding and implementation of a regionally integrated fare payment system;
- WHEREAS:** Following a successful NEPP pilot and the further definition of key program details by WMATA, the Regional Partners, through NVTC, will be responsible for defining and negotiating their own contract with Accenture, or another potential vendor;
- WHEREAS:** NVTC is eligible to apply for, receive and manage state transit grants and as a service to its member jurisdictions, can also apply for, receive and manage state grants on behalf of those members; and
- WHEREAS:** A grant for capital assistance would support the Regional Partners as they continue to work toward the development and implementation of a new regionally integrated fare payment system.

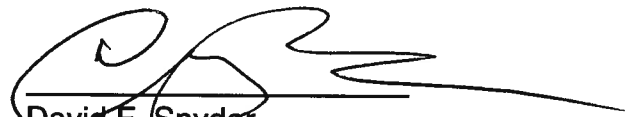
Res #2266 Cont'd

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes its Executive Director to apply to the Department of Rail and Public Transportation (DRPT), with NVTC as grantee, for capital assistance funding and complete all required applications for a grant of \$2,413,700 (Tier I) for capital costs associated with a new regionally integrated fare payment system.

BE IT FURTHER RESOLVED that NVTC authorizes its Executive Director, as trustee of state transit assistance received on behalf of the NVTC jurisdictions, to use funding from accounts of those Regional Partners who have member accounts at NVTC, and/or from future receipts of such funds before allocation to those Regional Partners to pay any and all expenses associated with this state grant, after first informing the Northern Virginia NEPP partners and providing appropriate documentation of the expenses.

BE IT FURTHER RESOLVED that after applying for the DRPT grant and prior to entering into a contract utilizing any of the funds, the Executive Director shall obtain from the NVTC member jurisdictions, PRTC and VRE a signed amendment to the Memorandum of Agreement.

Approved this fifth day of February 2015.


Jeffrey McKay
Secretary-Treasurer
David F. Snyder
Chairman



Northern Virginia Transportation Commission

RESOLUTION #2267

SUBJECT: Adoption and Referral of the Revisions to Amended FY 2015 and Recommended FY 2016 VRE Operating and Capital Budgets

WHEREAS: In December 2014, the VRE Operations Board adopted the revised FY 2015 VRE Operating and Capital Budget and the recommended FY 2016 VRE Operating and Capital Budget, and referred them to the Commissions for their consideration and subsequent referral to the jurisdictions for their formal review and adoption;

WHEREAS: The FY 2016 Budget, as forwarded, included an estimate of federal formula funding of \$21.2 million;

WHEREAS: Just prior to the presentation of the FY 2016 Operating and Capital Budget, the federal Omnibus Appropriations and Continuing Resolution legislation was signed into law, which included funding for the two Federal Transit Administration (FTA) programs on which VRE depends at the same level as the prior year;

WHEREAS: VRE staff has revised the estimate of federal funding available in FY 2016 to \$28 million based on the federal legislation and has proposed revisions to the Amended FY 2015 and Recommended FY 2016 Operating and Capital Budgets to include this higher estimate;

WHEREAS: The VRE Operations Board approved the revisions to the Amended FY 2015 and Recommended FY 2016 Operating and Capital Budgets as described in the agenda item presented to the Operations Board on January 16, 2015; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission approve the revisions to the Amended FY 2015 and Recommended FY 2016 Operating and Capital Budgets and forward the revisions to the local jurisdictions for inclusion in their budgets and appropriations in accordance with procedures contained in the VRE Master Agreement.

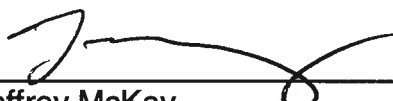
Res. #2267 cont'd

BE IT FURTHER RESOLVED that the Commissions authorize the Executive Director of both PRTC and NVTC to submit to the Transportation Planning Board (TPB) of the National Capital Region, the Fredericksburg Area Metropolitan Planning Organization (FAMPO), and to the Federal Transit Administration (FTA) or other federal agencies, the appropriate Transit Improvement Program (TIP) and grant applications for FY 2016.

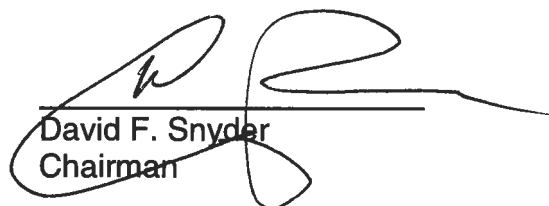
BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to submit appropriate projects included in the FY 2016 to FY 2021 Capital Improvement Plan (CIP) to the Northern Virginia Transportation Authority (NVTA), the Fredericksburg Area Metropolitan Planning Organization (FAMPO) or other funding authorities on behalf of the Commissions.

BE IT FURTHER RESOLVED that NVTC authorizes its Executive Director to submit to the Commonwealth the revised Capital Budget as part of the FY 2016 state aid grant application.

Approved this fifth day of February 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman



Northern Virginia Transportation Commission

RESOLUTION #2268

SUBJECT: Award of Contract for VRE Maintenance of Equipment and Facilities

WHEREAS: The maintenance of VRE equipment and facilities is currently performed by Keolis Rail Service Virginia, LLC;

WHEREAS: The current Contract expires in June 2015;

WHEREAS: The VRE Operations Board authorized a Request for Proposals (RFP) in April 2014;

WHEREAS: The Request for Proposals (RFP) was issued in October of 2014 and five responses were received in December of 2014;

WHEREAS: Interviews were held with the top three firms;

WHEREAS: Negotiations were held with the top two firms with Best and Final offers received on January 7, 2015; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorize the VRE Chief Executive Officer to execute a five-year Contract with Keolis Rail Services Virginia, LLC for the Maintenance of Equipment and Facilities and Mobilization. The Contract value through June 30, 2016 is being recommended at an amount not to exceed \$6,410,603.

Approved this fifth day of February 2015.

A handwritten signature in black ink, appearing to read "Jeffrey McKay", written over a horizontal line.

Jeffrey McKay
Secretary-Treasurer

A handwritten signature in black ink, appearing to read "David F. Snyder", written over a horizontal line.

David F. Snyder
Chairman



Northern Virginia Transportation Commission

RESOLUTION #2269

SUBJECT: Approval of the Amended VRE Master Agreement Regarding Weighted Voting

WHEREAS: The Virginia Railway Express (VRE) Master Agreement for the Provision of Commuter Rail Service in Northern Virginia (the "Master Agreement") was approved by the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC), as well as the Participating and Contributing Jurisdictions;

WHEREAS: The VRE Master Agreement sets forth the requirements for passage of motions by the VRE Operations Board;

WHEREAS: The Virginia General Assembly has enacted a statutory requirement amending §15.2-4507 and providing that for each year the state contribution is greater or equal to the highest contribution from a single jurisdiction, the Chairman of the Commonwealth Transportation Board or his designee shall have a weighted vote equal to the highest contributing jurisdiction;

WHEREAS: An amendment to Section II, Part B, Paragraph 4 of the current Master Agreement is necessary for compliance with §15.2-4507 as amended;

WHEREAS: The VRE Operations Board recommended NVTC transmit the proposed Master Agreement amendment to the Participating and Contributing Jurisdictions for their approval and execution; and

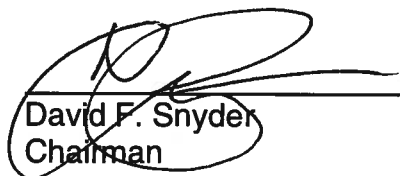
WHEREAS: At their July 2014 meeting, NVTC and PRTC approved the transmittal of the VRE Master Agreement for the Provision of Commuter Rail Service in Northern Virginia containing the necessary amendment to all Participating and Contributing Jurisdictions for their approval and execution, and directed that management return to the Commissions after all the Participating and Contributing Jurisdictions have approved and executed it so the Commissions can authorize its execution of same; and

WHEREAS: All the Participating and Contributing Jurisdictions have approve and executed it.

Res. #2269 cont'd

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes its Chairman to execute the amended VRE Master Agreement on behalf of the Commission.

Approved this fifth day of February 2015.



David F. Snyder
Chairman



Jeffrey McKay
Secretary-Treasurer