



MINUTES  
NVRTC COMMISSION MEETING – JULY 9, 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**

Sharon Bulova  
John Cook  
Jim Corcoran  
John Foust  
Jeff Greenfield  
Catherine Hudgins  
Mary Hynes  
David LaRock  
James LeMunyon  
Jeff McKay  
J. Randall Minchew  
Jennifer Mitchell (DRPT Alternate)  
Ken Reid  
Thomas D. Rust  
David F. Snyder  
J. Walter Tejada  
Jennifer Wexton

**Members Absent**

Richard Black  
William Euille  
Jay Fissette  
Paul Smedberg

**Staff Present**

Doug Allen (VRE)  
Karen Finucan Clarkson  
Kelley Coyner  
Rhonda Gilchrest  
Laurel Hammig  
Bryan Jungwirth (VRE)  
Scott Kalkwarf  
David Koch  
Kate Mattice  
Joe Swartz (VRE)

## Minutes of NVTC's June 4, 2015 Meeting

Mr. McKay moved, with a second by Mrs. Bulova, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Foust, Greenfield, Hudgins, Hynes, LaRock, LeMunyon, McKay, Reid, Rust, Snyder, Tejada and Wexton.

## I-66 Inside the Beltway Framework Agreement

Ms. Coyner stated that Secretary Layne has designated NVTC as the regional partner with VDOT on the I-66 Multimodal Improvements Inside the Beltway project to allocate toll revenues for multimodal projects. Staff from Arlington County, City of Falls Church and Fairfax County is present to brief the Commission on the key components of the framework. This is the first opportunity for the Commission to discuss this partnership. The Commonwealth Transportation Board (CTB) will discuss this partnership at its September meeting. NVTC is scheduled to approve a framework agreement in October followed by CTB consideration.

Ms. Coyner introduced Amanda Baxter, I-66 Multimodal Improvements Inside the Beltway Project Manager; Larry Marcus, Bureau Chief, Transportation Engineering & Operations for Arlington County; Tom Biesiadny, Director, Department of Transportation for Fairfax County; and Cindy Mester, Assistant City Manager for the City of Falls Church.

Ms. Baxter gave an overview of the status of the project and reviewed the multimodal element of the project. The toll revenues would be used for multimodal projects that stem from the 2012 I-66 Multimodal Study (Inside the Beltway), which was refined in 2013. These projects have been included in the Constrained Long Range Plan (CLRP) and cover a range of projects including conversion of I-66 Inside the Beltway to peak period HOT lanes, improving Metrorail and other transit service, completing bicycle and pedestrian facilities, and implementing other transportation demand management initiatives. The draft list of potential projects should be completed in August.

Mr. Marcus asked for initial project questions from Commissioners before discussing the Framework Agreement. Mr. Reid stated that Loudoun County passed a resolution on July 1, 2015 opposing this project and asked if comments are still being considered. Ms. Baxter responded that there is no deadline for comments and comments are always welcome.

Delegate LeMunyon stated assuming the project is approved by the CTB, he asked what toll revenues will be used for after all the projects have been funded. Ms. Baxter stated that the expectation is that the toll revenues would continue to be used to make improvements along the corridor that are reasonably beneficial to the toll paying customers. She observed that this region does not tend to run out of projects that need to be funded. There will also be a "call for projects" to seek projects.

Delegate LeMunyon asked what consideration was given to selecting the Northern Virginia Transportation Authority (NVTA) as a partner instead of NVTC. Ms. Baxter replied that NVTC has a broader multimodal background; the 2012 Multimodal Study was

coordinated with NVTC and the jurisdictions; and the three jurisdictions requested NVTC serve in this role. Secretary Layne acknowledged their request and selected NVTC. There will still be continued coordination with NVTA.

Delegate LeMunyon asked if this project has been rated under HB2 or HB599. Ms. Baxter stated that this is a conglomeration of multiple projects already in the CLRP. The project will measure the effectiveness of congestion mitigation. The ultimate goal is to move more people through the corridor. Ms. Mitchell stated that HB2 requirements apply to funding sources and not necessarily to projects. She explained that HB2 does not apply to toll revenue projects. Projects going through NVTA for funding go through the HB599 rating process. Delegate LeMunyon stated that he believes the Commonwealth is obligated to rate this project.

Delegate Minchew arrived at 8:28 P.M.

Mr. Foust asked if traffic studies have been done to look at the impact to outside the corridor. Ms. Baxter stated that VDOT conducted traffic counts which are being used to do an operational analysis along the corridor, including Routes 29 and 50. Results should be available mid-August. Mr. Biesiadny stated that this information including the list of projects can be shared with the Commission.

Ms. Baxter stated that two weeks ago Governor McAuliffe announced that he will consider retaining HOV-2 status on I-66 until 2021, until the I-66 Outside the Beltway project is completed. This would provide time for marketing the transition of I-66 Inside the Beltway to toll lanes and other structural considerations.

Chairman Snyder stated that the Framework Agreement will ensure that toll revenues will be used for multimodal improvements in the corridor that benefits users of the corridor. The objective is to improve the throughput in the corridor.

Mr. Marcus, Ms. Mester and Mr. Biesiadny presented recommended principles for the Framework Agreement. Mr. Marcus reviewed the project timeline, background and map. He stated that NVTC will be briefed again at its September 3<sup>rd</sup> meeting. The three jurisdictions (Arlington County, Falls Church and Fairfax County) will be asked to endorse the Framework Agreement before it comes to NVTC for approval on October 1<sup>st</sup>. Following the jurisdictions' and NVTC's approval, it will go before the CTB in October.

Ms. Mester stated that the project goals are to move more people, enhance connectivity in the corridor, and provide new travel choices. It is assumed that the HOT lanes facility may impact the transportation network in the corridor. The Framework Agreement will provide the mechanism for the allocation of the remaining toll revenues from the HOT lanes for the multimodal transportation improvements. Ms. Mester explained that VDOT will collect the toll revenue, operate and maintain the facility, and distribute the remaining toll funding. NVTC will serve as the fiduciary body and receive, manage and segregate all remaining toll revenues; develop and facilitate a project application process; approve use of funds for multimodal projects; and ensure lawful use of revenues; and report on use. Ms. Mester stated that a major reason that the jurisdictions requested NVTC as a partner was for NVTC's strong financial management.

Mr. Foust asked if toll revenues would be used for road improvements. Mr. Biesiadny replied that it would as it relates to I-66 and adjacent roadways. One of the potential projects is to widen I-66 to three lanes. Mr. Foust asked if NVTC would be coordinating with NVTA in regards to plans for this corridor or does NVTA just walk away from the corridor. Mr. Biesiadny replied that it doesn't mean NVTA walked away but there would be coordination with VDOT, the jurisdictions, and NVTC. Mrs. Hynes reminded Commissioners that NVTA cannot fund railcars for WMATA or VRE since NVTA funds cannot be used outside of the planning district. Both of these projects could be eligible for funding within this I-66 project. These are two huge gaps in the region that NVTA cannot fund. Ms. Baxter also noted that toll funding could be supplemental to other funding.

Mr. Biesiadny reviewed a recommendation by the project working group for the process for projects. He explained that all the jurisdictions in Planning District 8 (NVTC jurisdictions, Prince William County, Manassas and Manassas Park) as well as VDOT, DRPT and other transit agencies, can submit project applications. The group recommends NVTC conduct preliminary screening of the projects to determine if they benefit the corridor. Next NVTC would determine if the project aligns with VDOT requirements and the Meeks Case, which provides how toll revenues can be used. The project working group model calls for NVTC's Management Advisory Committee (MAC) to prepare a draft list of projects for consideration. Public hearings would follow. Based on the feedback from the public, NVTC would finalize the list. The project group then recommends that it first go to the three jurisdictions for approval and it would come back to the Commission for approval. He explained that the project jurisdictions recommendations include fail safes so if there is some disagreement among the jurisdictions, the Chief Administrative Officers for the three jurisdictions would become the arbitrators.

In response to a question from Delegate LeMunyon, Mr. Biesiadny gave an example how a jurisdictions outside the three jurisdictions can submit projects that would benefit the corridor. The City of Manassas could submit a funding request for bus service that travels on I-66. Delegate LeMunyon stated that he would like to understand the legal underpinning of why staff is so certain toll revenues could be used. Mr. Biesiadny stated that it is based on the understanding of the Meeks case and how toll revenues can be used.

In response to a question from Mr. Foust, Mr. Biesiadny explained that NVTC's Management Advisory Committee (MAC) is comprised of jurisdictional staff from the six NVTC jurisdictions, as well as staff from VRE, DRPT, PRTC and WMATA.

Mrs. Hynes acknowledged all the hard work that has gone into this project and the Framework Agreement. Her predominant concern is that it is not clear what NVTC's role is. She asked staff to clarify what would be the Commission's responsibilities. She also asked for a list of what types of projects would be eligible for funding. She observed that finding funding for bike and pedestrian trails can be a challenge, but it matters to people in this corridor. The toll revenues could be used for these types of projects.

Mr. McKay observed that there seems to be a lot of upfront work that NVTC needs to do before the first dollar is collected from the tolls. He requested that VDOT work with NVTC to have a better understanding how this effort will be implemented including resources to support it.

Mr. Reid expressed his concern about Mrs. Hynes comments about bike trails. In comparison, there are 90,000 cars that travel thru the I-66 corridor during peak period every day. He doesn't see the need for toll roads without extra capacity. Tolls will also impact airport traffic. Loudoun County favors widening I-66 not tolling it. It was his understanding that NVTC was going to just collect the toll revenues and not make decisions on what projects would be funded. NVTC now would be making decisions on interchanges, which is under the purview of NVTA. In response to a question from Delegate Minchew, Mr. Biesiadny replied that if the CTB doesn't approve the project, the Framework Agreement does not go forward.

Mr. Cook suggested NVTC approve criteria of what types of projects could be funded. It is also important that NVTC as a Commission approve the projects. Mrs. Bulova agreed. It is her understanding that NVTC, as a body of elected officials, would be approving the projects for funding. Those projects that are auxiliary to transit (bike and pedestrian trails, sidewalks, bus service) could be selected because they make it more advantageous for transit to operate in the corridor. If road projects are selected it would be because the projects would help to make transit operate better, such as intersection improvements. She suggested NVTC draft a resolution or criteria to clearly state this.

Mr. McKay stated that there may be some disagreement among Commissioners about who should be partnering with VDOT, but the long-term goal is to divert people to transit and therefore, this is one of the reasons that NVTC was chosen. Initial projections are \$10 million a year in toll revenues available for multimodal projects. It would take 30 years to collect enough toll revenue to build a medium size interchange. This is not meant to be a revenue source for building mega projects but to enhance the corridor to move people and not just cars. He agreed criteria is essential so NVTC Commissioners have guidance on selecting eligible projects. It is also important for the public to understand the project and to manage their expectations of what can be accomplished with these revenues. Mr. Reid observed that you can get more mileage out of the revenues if they are bonded. Chairman Snyder stated the objective is to use whatever revenues are collected to improve throughput in the I-66 Corridor and NVTC seems to be the best organization to ensure this.

Mr. Reid stated that there is a potential liability issue with the Bus on Shoulder project. He also expressed his concern that the I-66 Inside the Beltway project does not help Loudoun transit.

Mr. Foust asked if any jurisdiction has gone on record supporting tolling on I-66. Mr. Biesiadny replied no and explained that NVTC is not being asked to vote to approve tolling. The CTB will take this action. Mr. Foust stated that the small amount of revenue that will be produced will not come close to dealing with the impact of the tolls. Mr. Biesiadny stated that revenue projections will be available in August. Some of the revenues could be used to address some of the diversions. Ms. Baxter stated the tolling

component is the managed lane component of the multimodal improvements, which is the way traffic will be managed through dynamic pricing in the corridor. By expanding managed time to four hours, capturing the shoulders, the project estimates are that it will move approximately 66 percent more people through the corridor than the current number.

In response to a question from Mr. Corcoran, Ms. Coyner stated that NVTC has already voted to accept the responsibility of the project. Delegate Minchew cautioned that until the ultimate decision is made for the project to proceed, NVTC shouldn't go too far in the process. Chairman Snyder stated that it is important to be ready to play a role that benefits users of this corridor and focus of the toll revenues and what projects will get the maximum benefit for the corridor.

Mrs. Hudgins left the meeting at 9:18 P.M. and did not return.

### Regional Bus Agenda

Ms. Coyner stated that given the heightened demand for high quality, cost effective bus service in Northern Virginia, the Commission directed staff to propose a three- to five-year agenda that advances the region toward frequent, reliable bus service that connects riders and businesses to economic opportunities. The Management Advisory Committee (MAC) reviewed the draft Regional Bus Agenda at its June meeting and will discuss it again at its July meeting. The Commission will be asked to approve the Regional Bus Agenda in September.

Chairman Snyder stated that this is an important initiative to look at the gaps in bus service and find ways to improve service to benefit the rider. NVTC is the right organization to do this work since it has the expertise and a transit focus to work with the local jurisdictions, DRPT, WMATA, PRTC and other organizations to look at how to create a truly effective regional bus system. He stated that over time, bus service has become balkanized.

Mr. Cook stated that the concept of coordinating bus lines to connect riders travelling from different jurisdictions and to provide a seamless service may be implied in the Regional Bus Agenda but it should be highlighted and clearly stated. Mrs. Bulova observed that there are places with good coordination. She agreed it is a good idea to look at the big picture and how to improve overall bus service.

Ms. Coyner stated NVTC intends to compile the data together with GIS mapping to show all the regional bus service. This will show the gaps in service throughout the entire region as well as the connections between services.

Delegate Rust asked if this work will look at the regional governance structure for all bus service. Chairman Snyder stated that the focus is to start on the outcomes, including what service is available, where the gaps are in the system and where service connections can be improved, but it may ultimately result in an interest that there could be a better way to govern.

Mr. Reid stated again that there is a liability issue with the Bus on Shoulder project. He asked if NVTC could help with this issue. Ms. Coyner agreed to follow-up with Mr. Reid on this issue. She also stated that staff will come back in September to discuss where Bus of Shoulder fits into a regional bus system.

Mrs. Hynes stated that the bus agenda should also look at unused capacity such as the buses that currently deadhead after morning service. These are assets that are not being used. She asked if there is a way to collaborate with PRTC to allow passengers to use this capacity to meet other regional needs. This matters because Arlington is running out of space for mid-day bus storage.

Ms. Coyner stated that staff will solicit additional comments from Commissioners over the next few weeks. She asked for further clarification and direction from the Commission on whether to move forward with baseline activity or to wait until after formal approval in September. Staff could provide a preliminary report on several products. Chairman Snyder stated that a baseline is fundamental and staff could address where there is service and where there are gaps. Ms. Coyner stated staff could also come back with a proposal on how to tackle coordination issues on regional bus over the next year, including looking at ways to coordinate funding, coordination on how to do routes, looking for new service opportunities, etc. There were no objections.

#### Report of the Virginia Members of the WMATA Board of Directors

Mr. Corcoran announced that WMATA's 2014 financial audit will be released by the end of July. It will not be a clean audit. He stated that a lot of the financial problems have been addressed by the new financial management team. Delegate LeMunyon renewed a suggestion that after the audit is released, that WMATA auditors come to a NVTC meeting.

Mr. Corcoran stated that the WMATA Board voted to conduct public hearings on a proposal to reduce the number of railcars on the Orange and Silver Lines and add railcars to the Blue Line. Mrs. Hynes explained that only 26 trains can run through the Rosslyn Tunnel in an hour. Trains tend to back-up at Rosslyn and then it ripples through the system impacting other stations, including L'Enfant Station where three lines connect. Over the last 6-8 months, WMATA has been averaging 24 trains instead of 26. WMATA staff has now proposed going to 23 trains to try to eliminate the back-ups. The WMATA Board has some concerns about how this will impact crowding on the platforms and further analysis has been requested. Mrs. Hynes further stated that until the power upgrades can happen, there is not enough power to run full service eight-car trains. WMATA is currently running the maximum number of eight-car trains.

Mr. McKay noted that ridership on the Blue Line is steadily declining and riders are not transferring to other stations, which means more cars on the roads. There is not capacity for another Metrorail station in Virginia until another river crossing is built. He expressed his opinion that the problem cannot be fixed until Momentum is implemented. He asked if there is a way to request the Momentum plan be front-loaded so a river crossing is one

of the first projects to be funded. Mrs. Hynes stated that the WMATA Board of Directors has scheduled a retreat and Momentum will be discussed.

Mrs. Hynes reported that WMATA has restarted the General Manager/CEO search. WMATA also submitted the last of the corrective actions to the Federal Transit Administration (FTA) that resulted from the Financial Management Oversight (FMO) by the June 30 deadline.

Mr. Corcoran noted that today the Customer Service Committee heard an update on the New Electronic Payments Program (NEPP). The pilot project has just concluded. WMATA Board members have some concern about the pilot because only 400 people participated and the parking lot payments were not tested so the decision to move forward is on hold until further review.

### Virginia Railway Express

Authorization for the VRE CEO to Amend the Parking Agreement with the City of Manassas. The VRE Operations Board recommends the Commission authorize the VRE CEO to reallocate assigned spaces within the city's parking facility. The proposed amendment will allocate 80 percent of the 542 spaces as VRE commuter spaces and 20 percent of the total spaces for use as public parking. VRE spaces would increase by 100 spaces. Resolution #2276 would accomplish this.

Mr. Cook moved, with a second by Mrs. Bulova, to approve Resolution #2276 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Foust, Greenfield, Hynes, LaRock, LeMunyon, McKay, Minchew, Reid, Rust, Snyder, Tejada and Wexton.

Mrs. Hynes left the meeting at 9:53 P.M. and did not return.

Update from the VRE Operations Board Chair on the Management Audit. Ms. Coyner suggested deferring this update until the September meeting. There were no objections. To help set the discussion for next month's meeting, Mr. Cook briefly reviewed NVTC's role in VRE. He explained that ultimately the two Commissions, NVTC and PRTC, are the legal owners of VRE and there are liability implications. The Management Audit looked at the relationship between the Commissions and VRE and had four recommendations, as well as observations about the role of NVTC and PRTC with respect to VRE, which will be reviewed at next month's meeting. One recommendation is to hold quarterly meetings of the chairs and executive directors of VRE, NVTC and PRTC. He reported that their first meeting has already been held.

Positive Train Control Briefing. Mr. Allen stated that safety is VRE's number one priority. He briefed the Commission on Positive Train Control (PTC) and the implications for VRE service as the federal deadline for installation and implementation of PTC is December 31, 2015. PTC was mandated by Congress in the Rail Safety Improvement Act of 2008 for all railroads that carry passengers or hazardous materials. It is a set of highly advanced technologies designed to automatically stop a train before certain types

of accidents occur. PTC must prevent train-to-train collisions; derailments caused by excessive speed; unauthorized incursions by trains onto sections of track where maintenance activities are taking place; and movement of a train through a track switch left in the wrong position.

Mr. Allen explained that since VRE operates on Amtrak, CSX and Norfolk Southern (NS) tracks, it is working with the host freight railroads to have a seamless PTC system. VRE will not be required to use PTC in Amtrak territory since VRE trains do not go over 20 mph entering into Union Station. Mr. Allen explained that VRE has already purchased the radio equipment and has begun installation on the locomotives and cab cars. VRE will need to maintain the software to be totally interoperable with CSX and NS. To-date, both CSX and NS have both spent about \$1.2 billion, which is about half of the estimated total needed to implement PTC. VRE's capital costs are relatively modest at \$10.5 million.

Mr. Allen stated that VRE, CSX and Norfolk Southern (NS) will not be able to make the deadline, although it is hoped that testing can begin in 2016. He reviewed the implications of not meeting the deadline, which could include not being able to operate service. The cost implications are huge since half of VRE's operating revenues come from fares. CSX's Vice President has said that if PTC is not extended, CSX would be in legal jeopardy if it continued to allow passenger rail on its tracks. The law does not allow the Federal Railroad Administration to grant any extensions. VRE is looking into liability issues and some technical regulations. VRE is unsure if it could continue service. There is also significant impact to the riders. VRE is working on legislative efforts to encourage Congress to pass legislation to extend the deadline.

Mrs. Bulova asked if the Commission should send a letter to the Congressional delegation. Ms. Coyner stated that staff has discussed this and it may be premature to send a letter now. Legal counsel has also recommended waiting to send letters as it is important how to address the issue of risks. Mr. Allen stated that VRE plans to meet with congressional staff early next week to discuss a legislative solution to get the deadline extended. Mr. Cook agreed that it is important for VRE to have a full legal opinion before sending a letter.

Mr. Cook stated that he is aware of only one commuter rail system (MetroLink in Los Angeles) that will meet the deadline. It is a timing issue not a safety issue. No one disagrees that PTC is a good thing to have and will make rail travel more safe. The problem is if the deadline doesn't get extended, then VRE can't run the trains.

Chairman Snyder asked if VRE has done everything it can to meet the deadline and if not, why not. Mr. Cook stated that VRE has done all it can up to this point. VRE has bought the radio equipment and has begun the process of installing it on 20 locomotives and 21 cab cars. VRE is ready to implement PTC to the extent it can but for the system to work the railroads need to implement it first and test it. Mr. Cook stated VRE can't do everything it is required to do because the work is in tandem with the railroads. Mr. Allen stated that CSX and NS are working hard to complete PTC. Ms. Mitchell observed that this is a national industry-wide issue. Chairman Snyder stated that in his opinion, VRE needs to be specific about what it has accomplished with implementing PTC and that it is waiting for the railroads.

Mrs. Bulova stated that she doesn't see a problem with putting all this information into a letter. Mr. Cook stated that since VRE does not have a full legal opinion on all the ramifications, it should wait on the letter. Chairman Snyder suggested staff could begin to draft a potential letter over the next month for the Commission's consideration in September.

Chairman Snyder stated that he can't underscore the importance of conveying that VRE is doing what it is supposed to do to meet the deadline and provide for safety. Ms. Mitchell stated that VRE is not in a unique situation. VRE is doing what it absolutely needs to do, as well as the host railroads. In some cases the technology just wasn't ready to meet the congressional deadline.

Delegate Minchew wondered if there is a better business model for VRE as an organization to avoid some of these liability issues possibly by sovereign immunity. Mrs. Bulova noted that VRE is indemnified by the Commonwealth of Virginia. She suggested staff could look at VRE's current arrangement to see if there are any gaps that need to be addressed.

#### Legislative and Policy Committee Chairs Update

Mr. McKay reported that he and Mr. Greenfield as co-chairs of the Legislative and Policy Committee, met with the Executive Director prior to this meeting to discuss the draft Legislative and Policy Agenda for 2016. The chairs expect that the agenda will be similar to the 2015 version. Commissioners wishing to provide input should submit comments to staff. The committee plans to present the 2016 Federal and State Legislative and Policy Agenda in September, discuss the proposed agenda with the Commission in October and to seek Commission approval in November.

#### Executive Director Report

Ms. Coyner stated that an updated Executive Director Report has been provided to Commissioners. She reported that NVTC is moving forward with DRPT on project agreements for WMATA. Approvals from jurisdictions are expected in September.

#### Commonwealth and Regional Agency Reports

Department of Rail and Public Transportation (DRPT). Ms. Mitchell directed Commissioners' attention to the written DRPT report. The Commonwealth Transportation Board is scheduled to meet on July 15<sup>th</sup> in Richmond and will hear an update on I-66 Outside the Beltway.

Commonwealth Transportation Board (CTB). There were no questions.

Financial Items for March 2015

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

Adjournment

Without objection, Chairman Snyder adjourned the meeting at 10:28 P.M.

Approved this 3<sup>rd</sup> day of September, 2015.

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David F. Snyder  
Chairman

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Jeffrey McKay  
Secretary-Treasurer



**RESOLUTION #2276**

**SUBJECT:** Authorization to Amend the Agreement with VRE and the City of Manassas for the Operation and Maintenance of the Parking Facility

**WHEREAS:** The City of Manassas and the Commissions executed an Agreement in October 2009, for the Operation and Maintenance of the Parking Facilities in the City of Manassas;

**WHEREAS:** The Parking Facility is jointly owned and used by VRE and the City of Manassas;

**WHEREAS:** The Agreement designates spaces by floor for VRE Commuters;

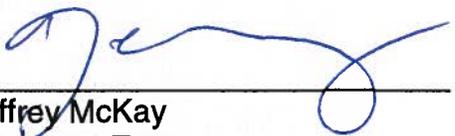
**WHEREAS:** Both parties wish to amend the Agreement to assign the second level to the City of Manassas and assign the fourth and fifth levels to VRE thereby increasing the allocated spaces by 100 for VRE Commuter use;

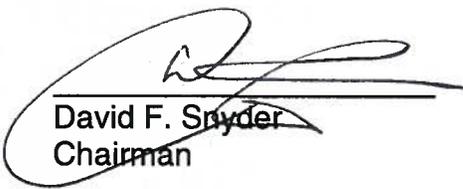
**WHEREAS:** This agreement is for five years at which time it will be renewable; and

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

**NOW, THEREFORE, BE IT RESOLVED** by the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to amend the Agreement with the City of Manassas to reallocate assigned spaces within the Parking Facility.

Approved this 9<sup>th</sup> day of July 2015.

  
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Jeffrey McKay  
Secretary-Treasurer

  
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David F. Snyder  
Chairman