

**MINUTES**  
**NVTC COMMISSION MEETING – JULY 7, 2016**  
**NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM**  
**ARINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Immediate Past-Chairman David Snyder at 7:50 P.M.

**Members Present**

David Albo  
Sharon Bulova  
Jim Corcoran  
Katie Cristol  
Adam Ebbin  
John Foust  
Jeff Greenfield  
Catherine Hudgins  
David LaRock  
James LeMunyon  
Matt Letourneau  
Tim Lovain  
Ron A. Meyer  
J. Randall Minchew  
Jennifer Mitchell (Alternate, Commonwealth of Virginia)  
David F. Snyder

**Members Absent**

John Cook  
Christian Dorsey  
Jay Fissette  
Jeff McKay  
Paul Smedberg  
Jennifer Wexton

**Staff Present**

Karen Finucan Clarkson  
Jen Deci  
Rhonda Gilchrest  
Dan Goldfarb  
Laurel Hammig  
Patricia Happ  
Scott Kalkwarf  
Kate Mattice  
Sophie Spriggs  
Melissa Walker  
Steve MacIsaac (Counsel)  
Doug Allen (VRE)  
Joe Swartz (VRE)

### Opening Remarks

Mr. Snyder stated he was asked to chair the meeting since the current officers could not attend. He reported that the September meeting has been changed to September 1<sup>st</sup>, since there is a conflict with the Northern Virginia Transportation Authority's (NVTA) meeting on September 8<sup>th</sup>. There were no objections.

### Oath of Office for a New Commissioner

Mr. Snyder announced Ron A. Meyer has been appointed by the Loudoun County Board of Supervisors to serve on NVTC. During the 2016 General Assembly session, identical bills introduced by Senator Wexton (SB277) and Delegate Minchew (HB181) passed, amending the Code to add a second member from Loudoun County effective July 1, 2016. Mr. Snyder administered the oath of office to Mr. Meyer and Commissioners welcomed him to NVTC.

### Minutes of the June 2, 2016 NVTC Meeting

Mr. Letourneau moved, with a second by Mrs. Bulova, to approve the minutes. The vote in favor was cast by Commissioners Albo, Bulova, Cristol, Ebbin, Foust, Greenfield, Hudgins, LeMunyon, Letourneau, Lovain, Meyer and Snyder. Commissioners Corcoran, LaRock and Minchew abstained.

### Washington Metropolitan Area Transit Authority (WMATA)

Report of the Virginia Members of the WMATA Board of Directors. Mrs. Hudgins provided an update on customer service as it relates to the SafeTrack work. Mr. Corcoran stated that the SafeTrack Surge #3 began on July 5<sup>th</sup> with a seven-day shutdown of the Blue and Yellow lines between National Airport and Braddock Road Stations. He stated that many of the SafeTrack improvements are getting done ahead of schedule. As of June 20<sup>th</sup> all underground weather tight seals located on third track power feeds and jumper cables have been successfully installed.

Mrs. Hudgins also reported that WMATA is piloting a University Pass with American University this fall. Mr. Corcoran explained that students will be charged a student fee that will allow them to use their pass to ride Metrobus and Metrorail throughout the system during the school year.

Mrs. Hudgins and Mr. Corcoran provided an update on personnel changes at WMATA, including a new Chief Operating Officer, General Counsel, Director of Operations, Safety Officer, and Controller. Mr. Corcoran also stated General Manager Wiedefeld has announced that 500 positions are being considered for elimination.

Mrs. Hudgins stated that WMATA held in a full-scale emergency response drill at the Greensboro Metrorail station on Sunday, June 26<sup>th</sup>. She stated that WMATA needs a

good safe infrastructure which is being addressed by the SafeTrack work, but it also needs a well-coordinated response plan. Mr. Corcoran stated that there is now a representative from a local emergency response agency present at all times in the Operations Center to provide seamless communication with first responders.

Ms. Cristol asked if Metrorail riders can expect to see improvements in sections where surge work has been completed. Mr. Corcoran stated the improvements may not be obvious but riders will certainly notice when new railcars are put into service. There are 16-20 railcars being delivered monthly. Ms. Cristol noted that riders will notice the absence of service incidents. In response to a question from Mr. Letourneau, Mrs. Hudgins stated that the connectivity issue with the new railcars is being resolved. WMATA is making sure it will not be an issue for Phase II. Mr. Snyder observed that as a regular rider, he has already seen an improvement in Metrorail service.

Mr. Letourneau asked about the timing of the WMATA labor negotiations. Mr. Corcoran replied that negotiations have not started but work is currently being done on several issues, including work rules. He stated there are multiple agreements, but the largest does not expire until 2017.

Funding the NVTC Jurisdictions' Obligations to WMATA. Mr. Kalkwarf gave a presentation on the mechanics of how Metro is funded in Virginia. He explained that there are no federal funds received for operating and that the local governments bear the funding obligation of WMATA. NVTC's WMATA jurisdictions meet their obligations with local and regional funds, with a portion reimbursed by the state. The local jurisdictions are ultimately responsible for meeting these subsidy requirements, regardless of the availability of state funds. Mr. Kalkwarf reviewed the variety of funding sources and how the subsidy allocation formula works. There are also other local and regional funding of WMATA outside of the subsidies and PRIIA. For example, WMATA is eligible to receive NVTA 70 percent funds. The NVTC jurisdictions may also fund projects outside of the capital subsidies, such as station improvements and parking garages, using a mix of local and state funds. NVTA also allocates regional CMAQ funds to WMATA.

Ms. Mitchell provided clarification that state funding is approximately \$100 million annually for WMATA operating. The Commonwealth funds almost 50 percent of capital and 20 percent in matching subsidies in operating. Mr. Kalkwarf stated that the jurisdictions actually pay the WMATA subsidies and then are reimbursed by the Commonwealth through NVTC. Ms. Mitchell also explained that the state's PRIIA match of \$50 million goes directly to WMATA. Mr. Corcoran suggested staff change the presentation visual to a funding tree as opposed to a pie chart to better reflect how state funds flow to WMATA. Mrs. Bulova noted WMATA funding in Virginia is complicated compared to how Maryland and the District of Columbia fund WMATA. Mr. Snyder stated the information presented is a good start and can be refined to make it clear where state funding fits into the picture.

### Envision Route 7 Selected Alternative

Ms. Mattice reported that NVTC has concluded the Phase II Study of the Envision Route 7 Project, an effort to evaluate the optimal mode, alignment and termini of high capacity

transit along Route 7 from Tysons to Alexandria. The initial Phase I Study, concluded in February 2014, evaluated a wide range of different modal options for the Route 7 corridor from Tysons to the City of Alexandria. In the Phase II study, NVTC performed a more in-depth analysis of modes, which included light rail (LRT), bus rapid transit (BRT), and a transportation system management (TSM) alternative. The Phase II study also evaluated a terminus at Mark Center versus King Street Metro Station as well as a diversion from Route 7 to the East Falls Church Metro Station.

Ms. Mattice explained that the findings of the study show that BRT is the best option for the corridor. It is more cost effective than LRT while supporting a forecasted ridership was within 10 percent of LRT projections. The analysis also shows that terminating at Mark Center is just as effective as terminating at the King Street Metro Station. The terminus at Mark Center allows for a connection to the planned West End Transitway as well as the ability to use the transitway to connect to the Van Dorn Metro Station. Diverting from Route 7 in Falls Church and connecting to the East Falls Church Metro Station shows a significant increase in projected ridership.

Ms. Mattice stated that based upon these finding and extensive public engagement, NVTC staff recommends that the Commission approve Resolution #2311, which would support the findings of NVTC's Envision Route 7 study and articulate the importance of continuing to further study a high quality transit option in the Route 7 corridor in close coordination with the member jurisdictional agencies.

Delegate LeMunyon asked if there a reason NVTA won't fund the next phase of the project. Ms. Mattice replied that NVTC applied and competed for NVTA funding for Phase II but it is her understanding that NVTA is not currently funding studies. NVTA funding can be sought for future needs beyond the planning phases.

Ms. Cristol asked if NVTC will continue to be the project sponsor. Ms. Mattice stated these are some of the issues that need to be determined as to whether NVTC would continue or if one of the jurisdictions would take over that role.

Ms. Bulova moved, with a second by Mrs. Hudgins, to approve Resolution #2311. The vote in favor was cast by Commissioners Albo, Bulova, Corcoran, Cristol, Ebbin, Foust, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, Meyer, Minchew and Snyder. (A copy of the resolution is attached.)

#### NVTC's FTA Title VI Compliance Report

Ms. Mattice explained that NVTC is a federal grantee and as part of the federal requirements, recipients are required to document their compliance with Title VI regulations by submitting a Title VI program to FTA every three years. Title VI of the 1964 Civil Rights Act requires that "No persons in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." She explained that NVTC manages grants for its two subrecipients (Cities of Alexandria and Falls Church) and as such, their Title VI programs need to roll into NVTC's

program. NVTC's Title VI Program expires on July 31, 2016 (three years after FTA approved the previous program). Last week, FTA conducted a review of NVTC's draft program and determined NVTC is on target to meet the July 31<sup>st</sup> deadline.

Mrs. Bulova moved, with a second by Ms. Cristol, to approve Resolution #2312, which approves the Title VI Program and Compliance Report and authorizes staff to submit it to the Federal Transit Administration. The vote in favor was cast by Commissioners Albo, Bulova, Corcoran, Cristol, Ebbin, Foust, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, Meyer, Minchew and Snyder. (A copy of the resolution is attached.)

### Proposed Changes to NVTC's By-Laws

Ms. Mattice stated that at last month's meeting staff presented proposed changes to NVTC's By-Laws as an information item. These proposed changes focus on aligning the By-Laws with changes in statute, including the addition of a second member of the Commission from Loudoun County, and edits needed in the text to align the By-Laws with existing practices and procedures.

Ms. Mattice explained that as a result of last month's discussion, staff proposes not to make any changes to the content of the mission statement.

Mr. Letourneau moved, with a second by Mrs. Bulova, to approve the changes to NVTC's By-laws. The vote in favor was cast by Commissioners Albo, Bulova, Corcoran, Cristol, Ebbin, Foust, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, Meyer, Minchew and Snyder.

### Virginia Railway Express

VRE CEO Report. Mr. Allen reported on VRE safety and security activities over the last month, including rail crossing safety outreach blitzes in Spotsylvania County and safety training hosted by CSX for VRE and Amtrak management focused on proper operations during construction. He also stated that VRE will benefit from many of the projects included in the Atlantic Gateway project, including DRPT returning VRE's train slots.

Mr. Allen reported overall on-time performance (OTP) for the month of May was 86 percent and Average Daily Ridership was just under 19,000. VRE has seen an increase in ridership due to the WMATA SafeTrack Surge #3. Ridership at the King Street VRE Station increased by an additional 500 riders the first day of the surge and 1,000 the second day. VRE ran Firecracker trains on July 4<sup>th</sup> but because of the rainy weather, only half of the people who bought tickets rode the trains. VRE will review the benefits of continuing this special holiday service. He also reported that VRE is scheduled to present its Financial Plan to the full Commonwealth Transportation Board at the end of July.

Authorization to Execute an Amendment to the Contract for New Passenger Railcars with Sumitomo Corporation of Americas and an Assignment Agreement to Assign Options to Purchase Additional Railcars to Chicago Metra. Mrs. Bulova reported that the VRE Operations Board recommends that the Commission approve Resolution #2313, which would authorize the VRE CEO to execute a contract amendment with Sumitomo Corporation of Americas to assign up to 21 passenger railcar options to Chicago Metra in a form approved by legal counsel and to also enter into an Assignment Agreement with Metra to assign the options.

Mrs. Bulova moved, with a second by Delegate Minchew, to approve Resolution #2313.

Mr. Foust asked if the terms and conditions of the agreements have been finalized and if not, are there any time constraints if the Commission defers action. Mr. MacIsaac stated that the terms and conditions are still being negotiated and he is not aware of any time constraints. Mr. Allen agreed that this action could wait since the options do not expire until February 2017. Mr. Foust stated that he would like to defer action until the agreements are finalized. Mrs. Bulova agreed to withdraw her motion and there were no objections.

Delegate Albo asked if it is a common practice to transfer railcar options. Mr. Allen replied that it is a common professional courtesy to let another system use unused options. There are only two other railroads that use similar Gallery railcars (Metra in Chicago and Caltrain in San Francisco). Mrs. Bulova noted VRE has benefitted from this practice in the past. Mr. Allen stated it is also a benefit to VRE for future railcar procurements because it keeps the railcar manufacturer producing this type of equipment. In response to a question from Delegate LeMunyon, Mr. Allen stated there is no financial impact to VRE in transferring the options to Metra.

Authorization to Execute an Agreement After Certificate to Transfer Property at the Woodbridge VRE Station to VDOT and to Accept a VDOT Permit for Continued Operation of the Kiss-and-Ride at the Woodbridge VRE Station. Mrs. Bulova stated that the VRE Operations Board recommends that the Commission approve Resolution #2314, which would authorize the VRE CEO to execute an Agreement After Certificate to complete the transfer of VRE property at the Woodbridge VRE Station to VDOT and to accept a VDOT permit for continued operation of the bus loop and kiss-and-ride area at the that station.

Mrs. Bulova moved, with a second by Mr. Meyer, to approve Resolution #2314 (copy attached). The vote in favor was cast by Commissioners Albo, Bulova, Corcoran, Cristol, Ebbin, Foust, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, Meyer, Minchew and Snyder.

Gainesville-Haymarket Extension Study. Mr. Snyder asked for an update on the Gainesville-Haymarket Extension (GHX) Study. Mr. Allen stated the VRE Operations Board is scheduled to hold a work session to discuss the GHX study at its July meeting. He stated that there are two options being considered, including expanding the Broad Run Station or building an 11-mile extension to Haymarket with three stations (Innovation/Sudley area of Manassas, Gainesville, and Haymarket). This fall the VRE Operations Board will come back to the Commissions with a report and recommendation.

He stated that at its July meeting the Operations Board will also consider seeking Commission authority to submit a Smart Scale grant application (formerly known as HB2) for the GHX project. VRE will continue to look for other funding sources as well.

### Executive Director Report

Ms. Mattice reported that it has been a busy month of transition and she appreciates the support of Commissioners, jurisdictional staff and other partners. She has been meeting with jurisdictional staff and looks forward to meeting with individual Commissioners over the summer. She explained that NVTC staff is focused on providing greater clarity on the work being done at the staff level to support the Commission. Staff is documenting a Work Plan and will work with the Management Advisory Committee (MAC) over the summer in order to present it to the Commission in the fall.

### Transform I-66 Multimodal Project

Mr. Snyder stated the Commonwealth Transportation Board will consider the list of component projects submitted by NVTC at its July 28<sup>th</sup> meeting. At the September NVTC meeting, the Commission will be asked to authorize the Acting Executive Director to execute Standard Component Agreements (SCA) for the approved Transform 66: Inside the Beltway project components. There were no questions.

### Department of Rail and Public Transportation (DRPT)

DRPT Report. Ms. Mitchell introduced Jennifer DeBruhl, DRPT's new Chief of Public Transportation. In regards to WMATA's SafeTrack program, DRPT is involved in NVTC's coordination efforts. She also reported that the Commonwealth Transportation Board approved \$1 million to provide additional funds for transit systems adding service to mitigate effects of the SafeTrack work. Traditionally the state provides a 20 percent match, but these funds will be allocated as a 50 percent match.

Ms. Mitchell announced that Virginia was awarded a federal Fast Lane grant of \$165 million for its Atlantic Gateway program, which is a set of rail, highway and bridge projects meant to ease some of the worst travel bottlenecks on the East Coast. The region was also awarded \$90 million for the Memorial Bridge.

Ms. Mitchell also gave an update on the Metro Safety Commission. The Commonwealth is working closely with Maryland and the District of Columbia to establish legislation to create this new interstate compact, which is a federal requirement. Draft legislation is being coordinated by the three jurisdictions. Mr. Snyder asked DRPT to provide a copy of the draft legislation to NVTC for distribution to Commissioners.

Delegate Albo asked for more information about this compact agreement. He did not realize that this is a new compact. Ms. Mitchell explained that it is a completely separate agreement from the WMATA Compact. Federal law requires a completely independent

organization that is financially independent and separated legally from any of the funding jurisdictions. It does not involve funding. It is purely legislation to create the Metro Safety Commission. She stated that DRPT is working with a small group of legislators to review the legislation and then the Commonwealth will host special hearings or meetings prior to the next General Assembly Session to receive feedback from legislators.

In response to a question from Delegate Albo, Ms. Mitchell explained FTA has stated that it will withhold federal funds up to 15 percent of statewide area funds (and has threatened to increase it to 30 percent) if the jurisdictions don't meet the deadline of creating the Metro Safety Commission. Fifteen percent translates into \$7-8 million annually of federal funds coming to Virginia, which would affect the entire state.

Delegate Minchew observed that the jurisdictions already have a WMATA Compact and asked why can't the provisions to create the Metro Safety Commission be folded into that agreement. Ms. Mitchell stated that it cannot be part of the WMATA Compact as it must be legally separate and stand alone and have separate powers. Mr. Snyder explained that it is like creating a regulatory agency separate and apart from the operating side. Mr. Corcoran stated that every state that has a rail transit system has to have a separate safety oversight agency. Senator Ebbin asked about safety oversight for VRE. Ms. Mitchell explained that VRE is different because the Federal Railroad Administration serves as safety oversight since VRE runs its service on freight rail lines.

In response to a question from Mr. Letourneau about transit funding, Ms. Mitchell explained that the transit capital program is reliant on capital project revenue bonds, which will expire between FY2018 – FY2019. This will result in a projected loss of \$60 million per year for the statewide transit capital program. These funds are also used for the Commonwealth's PRIIA match for WMATA. The Transit Capital Project Revenue Advisory Board is looking at revenues and a prioritization framework for capital funding. The Advisory Board is charged with bringing back a recommendation to the General Assembly by July 2017.

I-395/95 TDM Study. Ms. Mitchell introduced Todd Horsley of DRPT and Tom Harrington of Cambridge Systematics to give a presentation on the I-395/95 TDM Study. Mr. Horsley, project manager, reported the study is still on schedule for completion in December 2016. DRPT will continue to provide written or oral briefings to NVTC throughout the study. The key stakeholder group meets every three weeks and includes 10 members (NVTC, Fairfax County, Arlington County, City of Alexandria, PRTC, Prince William County, Stafford County, Spotsylvania County, City of Fredericksburg, and VRE). He clarified that determining how much will be generated from toll revenues for transit projects is not part of this study. It is his understanding that VDOT is still on track to provide estimated toll revenues to the Transportation Planning Board for its October meeting.

Mr. Harrington, the consultant project manager, gave an overview of the study area, the types of services being studied, and outreach activities. The product of the study will be a master list of projects that could be potentially funded with toll revenue. The study does not include decisions on the selection of projects.

Delegate LeMunyon asked about what methodology is being used to determine toll pricing—revenue maximization or throughput maximization. Delegate Albo stated that drivers who can currently use the HOV lanes after HOV hours will not be happy because the lanes are to be converted to HOT lanes 24/7. If the tolls are used to maximize throughput, that would be more palatable. Ms. Mitchell stated that it is her understanding that it is to maximize throughput.

Mr. Letourneau stated he assumes hybrid vehicles will not be able to continue to use HOV lanes in the future. Senator Ebbin noted this is a federal issue. Mr. Letourneau stated that the Commonwealth incentivized people to buy hybrid cars and now will take away their ability to use those lanes. He stated that this does not seem fair. He is concerned that the hybrid vehicles will clog up the parallel routes when they can no longer use the HOV lanes.

### NVTC Financial Items

The Financial Report for May 2016 was provided to Commissioners and there were no questions.

### Adjournment

Mrs. Bulova moved, with a second by Ms. Cristol, to adjourn the meeting. Without objection, Mr. Snyder adjourned the meeting at 9:30 P.M.

Approved this 1<sup>st</sup> day of September 2016.

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Jay Fisette  
Chairman

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Paul Smedberg  
Secretary-Treasurer



## RESOLUTION #2311

**SUBJECT: Support of the Envision Route 7 Selected Alternative**

**WHEREAS:** In November 2014 NVTC began Phase II of the Envision Route 7 study to determine possible modes and feasibility of high quality transit along Route 7 from Tysons to Alexandria;

**WHEREAS:** The Envision Route 7 Phase II study evaluated the two modes that were recommended for further study from Phase I – Light Rail Transit (LRT) and Bus Rapid Transit (BRT), as well as the impact of a diversion to East Falls Church Metro Station and the impacts of terminating at Mark Center versus King Street Metro Station;

**WHEREAS:** The Envision Route 7 Phase II study concluded that BRT is the best mode for the corridor based on evaluating effectiveness measures and forecasted demand;

**WHEREAS:** The Envision Route 7 Phase II study concluded that diverting to the East Falls Church Metro Station significantly increases ridership;

**WHEREAS:** The Envision Route 7 Phase II study concluded that terminating at Mark Center is beneficial for the southern end of the corridor because it serves the residents of Alexandria better and provides additional network connections including integration into the West End Transitway; and

**WHEREAS:** The Envision Route 7 Phase II study conclusions have been presented to the public through a series of informational meetings throughout the corridor and have been received positively.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission supports the findings of the study as well as the importance of continuing to further study a high quality transit option in the Route 7 corridor in close coordination with the member jurisdictional agencies.

Approved this 7<sup>th</sup> day of July 2016.

Paul C. Smedberg  
Secretary-Treasurer

Jay Fisette  
Chairman



## RESOLUTION #2312

**SUBJECT:** Approve NVTC's Title VI Program and Compliance Report

**WHEREAS:** The Federal Transit Administration (FTA) requires grant recipients to submit a Title VI Program and Compliance Report every three years;

**WHEREAS:** Title VI of the 1964 Civil Rights Act requires that "No persons in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

**WHEREAS:** NVTC staff has reviewed these requirements and has prepared a program in compliance with Title VI of the Civil Rights Act of 1964;

**WHEREAS:** Subrecipients are required to have their own Title VI Programs and to submit their Title VI programs and compliance reports every three years to the direct recipient of FTA funds;

**WHEREAS:** Both the City of Falls Church and the City of Alexandria have prepared their own Title VI programs and compliance reports which have been approved by their respective City Councils on May 23<sup>rd</sup> and June 28<sup>th</sup>. The Cities have submitted the programs and reports to NVTC; and

**WHEREAS:** NVTC has incorporated the City of Falls Church's and the City of Alexandria's Title VI programs and compliance reports as attachments to its own report.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the Title VI Program and Compliance Report and authorizes staff to submit it to the Federal Transit Administration.

Approved this 7<sup>th</sup> day of July 2016.

Paul C. Smedberg  
Secretary-Treasurer

Jay Fiset  
Chairman



## RESOLUTION #2314

**SUBJECT:** Authorize the VRE CEO to Execute an Agreement After Certificate to Transfer Property at the Woodbridge VRE Station to the Virginia Department of Transportation and to Accept the VDOT Permit for Continued Operation of Kiss-and-Ride at the Woodbridge VRE Station

**WHEREAS:** The Virginia Department of Transportation (VDOT) requires property at the VRE Woodbridge Station for improvements to the highway intersection of US Route 1 and Virginia Route 123;

**WHEREAS:** The Virginia Department of Transportation, in accordance with its property acquisition policies, filed a Certificate of Take for this acquisition in the Prince William Circuit Court;

**WHEREAS:** VDOT and VRE subsequently resolved all of the issues regarding the property acquisition and reached agreement on the terms of an agreement which compensates VRE for the property and improvements in an amount equal to its appraisal;

**WHEREAS:** The Virginia Department of Transportation has agreed to issue a permit that allows VRE to continue to operate the bus loop and kiss-and-ride area until such time as the property is needed for Phase II of the interchange improvement;

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an Agreement After Certificate to complete the transfer of VRE property at the Woodbridge VRE Station to the Virginia Department of Transportation in the amount of \$1,068,280, and to accept a VDOT permit for continued operation of the bus loop and kiss-and-ride area at VRE Woodbridge Station.

Approved this 7<sup>th</sup> day of July 2016.

Paul C. Smedberg  
Secretary-Treasurer

Jay Fiset  
Chairman