The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Fisette at 7:42 P.M.

**Members Present**
- David Albo
- Sharon Bulova
- John Cook
- Jim Corcoran
- Katie Cristol
- Adam Ebbin
- Jay Fisette
- John Foust
- David LaRock
- James LeMunyon
- Matt Letourneau
- Tim Lovain
- Jeff McKay
- David Meyer (Alternate, City of Fairfax)
- Ron A. Meyer
- Paul Smedberg
- David Snyder
- Jennifer Wexton

**Members Absent**
- Christian Dorsey
- Jeff Greenfield
- Catherine Hudgins
- J. Randall Minchew

**Staff Present**
- Karen Finucan Clarkson
- Jen Deci
- Rhonda Gilchrest
- Dan Goldfarb
- Laurel Hammig
- Patricia Happ
- Scott Kalkwarf
- Kate Mattice
- Aimee Perron Siebert
- Melissa Walker
- Steve MacIsaac (Counsel)
- Doug Allen (VRE)
- Joe Swartz (VRE)
- Todd Horsley (DRPT)
Minutes of the June 2, 2016 NVTC Meeting

Ms. Bulova moved, with a second by Mr. Ron Meyer, to approve the minutes. The vote in favor was cast by Commissioners Albo, Bulova, Cook, Corcoran, Cristol, Fisette, Foust, LaRock, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Smedberg and Wexton.

Mr. Snyder arrived at 7:45 P.M.

Report of the Legislative and Policy Committee

Mr. McKay reported that the Legislative and Policy Committee met tonight prior to the Executive Committee meeting. The Legislative and Policy Agenda is still being prepared and will be presented as an information item at the October meeting with approval requested at the November meeting. Comments are still welcome.

Mr. McKay stated that the committee also discussed the governor’s recent announcement about a budget shortfall. Also, the Joint House and Senate Transportation Committee will be meeting on October 19th in Crystal City prior to the Governor’s Transportation conference. It is anticipated that NVTC and NVTA will each give a presentation on their roles and responsibilities. The Legislative and Policy Committee discussed how best to make this presentation.

Ms. Mattice announced that NVTC and PRTC will hold a Joint Legislative and Policy Briefing on December 12th at the Springfield Hilton. The event will be similar in focus to last year’s event. WMATA General Manager Paul Wiedefeld and VRE CEO Doug Allen have confirmed their participation and an invitation has been made to Secretary of Transportation Aubrey Layne. Mr. McKay noted that last year’s event was well attended by local, state and federal legislators and their staff.

Transform 66 Multimodal Project

Ms. Mattice explained that as part of administering the I-66 Multimodal project, staff is working with each awarded jurisdiction to finalize their funding agreements. Authorization to execute the agreements will be requested at the October meeting. In addition, the Commission will be asked to approve an Amended Memorandum of Agreement (MOA) between NVTC and the Commonwealth for the Transform 66 Multimodal Project. NVTC and the Commonwealth propose to amend the MOA in the following four ways:

1. Remove references to the use of tolls for widening the facility;
2. Modify language to enhance the credit-worthiness of the toll revenues;
3. Clarify the use of funds for transit operations; and
4. Address technical corrections identified by the Commonwealth, NVTC staff and NVTC jurisdictions.
Ms. Mattice explained that NVTC staff and counsel are continuing to work with the Commonwealth to finalize the amendment language. The Commonwealth Transportation Board will also be required to approve the amendments to the MOA.

In regards to the I-395 Express Lanes project, Chairman Fisette announced that as stated in a recent letter from Secretary of Transportation Layne to Arlington County, City of Alexandria, and Fairfax County, the Commonwealth has committed to provide at least $15 million annually through the reinvestment of revenues to support new and expanded transit and transportation demand management (TDM) throughout the I-95/I-395 corridor. Chairman Fisette stated that from his perspective, this is a good start. In the past, there would have been no funding allocated for multimodal projects. VDOT and Transurban have worked collectively with the localities on this issue.

**Washington Metropolitan Area Transit Authority (WMATA)**

**Proposal for a Special WMATA Meeting.** Chairman Fisette stated that some Commissioners expressed interest in having a special meeting to focus on WMATA issues. The Executive Committee discussed this and there is general agreement that if there is a meeting it should not focus on the negative nor be duplicative of what other agencies have done. There was discussion of timing the meeting to coincide with the Governor’s Transportation Conference to provide value to those coming to the conference. He asked for comments.

Delegate LeMunyon asked about the role of NVTC and how it can be helpful to WMATA. Mr. Lovain observed that the Council of Governments (COG) and the Transportation Planning Board (TPB), as well as others, have held similar WMATA-focused meetings. He is skeptical if such a meeting would only be to provide more oversight to the WMATA General Manager. He stated that the purpose of the meeting needs to be very clear. Mr. Ron Meyer stated TPB is working on compiling a list of 8-12 “game changer” regional projects. The Rosslyn Tunnel is a good example of this type of project. He stated that it could be productive to talk about these big regional projects to gain momentum and interest as part of a forum discussion. Mr. Cook observed that in the past NVTC has discussed its role with respect to WMATA. NVTC should not get involved with operational issues but there may be issues NVTC should weigh in on, including policy issues, governance issues, and funding issues. He stated NVTC needs to define its role with respect to WMATA.

Senator Ebbin arrived at 8:02 P.M. and joined the discussion.

Mrs. Bulova stated there are many organizations discussing Metro and she would not like to see NVTC have another forum to focus on what WMATA is or not doing. NVTC does have a role and she suggested a forum to learn about what other organizations are doing, such as the Board of Trade, COG or TPB. Ms. Cristol noted that this might be a good solution to understand NVTC’s role in the context of what other regional bodies are doing. In response to a question from Ms. Cristol, Ms. Mattice noted that there was interest by some Commissioners to having a longer term conversation about how NVTC can inform
WMATA. At this point, it may also be a good time to have a forum to educate new Commissioners on WMATA issues.

Mr. Foust stated NVTC needs to decide if it has a role or if it is not interested in playing a role. He hopes some constructive ideas can come out of a special meeting. He believes that NVTC is the organization in Virginia that has the greatest responsibility to speak on WMATA issues. Mr. Snyder agreed with Mr. Cook and Mr. Foust and stated NVTC can continue to be briefed on WMATA issues at regular meetings but a special meeting would be good to focus on two key issues—funding and finance issues and governance issues. He is concerned about financial exposure to the local governments. There needs to be a serious look at the WMATA’s governance structure. The Metro Safety Commission is also an important issue.

Chairman Fisette summarized that a special meeting could be helpful to identify NVTC’s role in WMATA as to how it can help WMATA succeed. It can also educate Commissioners on WMATA issues so they can communicate effectively with their constituents and the public. He stated that he will work with Ms. Mattice, with the help of the Virginia WMATA Board Members, and come back at the October meeting with a plan. NVTC will also look at coordinating this meeting with the Governor’s Transportation Conference.

Report of the Virginia Members of the WMATA Board of Directors. Mr. Corcoran gave an update on the SafeTrack surges, the investigation underway of the derailment outside the East Falls Church Metro station, and changes in top management at WMATA. Mr. Corcoran stated NVTC may want to invite the WMATA management team to a future meeting. He reported that Metrorail ridership is down 16 percent since SafeTrack started. He reviewed some of the positive changes that are occurring. WMATA has introduced a pilot program of offering free public Wi-Fi at six stations (Metro Center, Gallery Place, Judiciary Square, Union Station, Archives and L’Enfant Plaza). The WMATA Board approved the University pass and the expansion of the monthly pass program. He announced that the Washington Post will have an upcoming article comparing Metrorail system with other large systems.

Mr. Corcoran reported that discussions of the preliminary budget will begin in September. This year capital funds will not be transferred to operating, which will create a $200 million shortfall. With ridership down, there are financial issues that will need to be addressed.

Mr. Smedberg gave an update on several FTA directives, including stop signal overruns, track integrity and vehicle securement issues. WMATA is working on these and progress has been made. SafeTrack continues to be on schedule.

Chairman Fisette asked Ms. Hammig to give a brief update on NVTC’s work regarding SafeTrack. Ms. Hammig explained that NVTC coordinates conference calls every week with all the Virginia stakeholders (e.g. local transit operators, state police, Pentagon, National Airport, VRE) to coordinate and communicate with WMATA on SafeTrack issues. NVTC has been able to help facilitate coordination of unexpected situations, such as weekend shutdowns where local transit providers were able to coordinate service for the public.
In response to a question from Mr. Foust, Mr. Corcoran stated that the financial audit reports are due in October and he anticipates that they will be completed on-time. It will not be a completely clean audit because past issues were not resolved before the end of the last fiscal year but he does not anticipate any new issues. Mr. Letourneau asked about the timetable for labor negotiations. Mr. Corcoran replied that discussions are continuing on work rules.

Mr. Letourneau suggested NVTC may want to consider weighing in on the General Manager’s proposal to change service hours. Mr. Corcoran agreed that it is important for the Virginia WMATA Board Members to know jurisdictions’ positions on this issue. Chairman Fisette stated this may be one of those issues that NVTC should provide comment and can be placed on a future agenda. Mr. Corcoran stated that the service hours proposal goes to the Board in September for approval to hold public hearings.

Delegate LeMunyon asked about the status of the Metro Safety Commission. Chairman Fisette explained that DRPT Director Mitchell was unable to attend this meeting but would like to brief the Commission at the October meeting. Delegate LeMunyon stated that a Freedom of Information Act (FOIA) provision would substantially help to get it passed in the General Assembly.

Mr. Snyder expressed his concern about the long-term financial impact to the WMATA Compact jurisdictions. He does not see WMATA’s funding as sustainable and there needs to be an additional funding source. He would like to see this issue as a part of the WMATA discussion. As a regular rider, he has seen service improve and appreciates the hard work of the WMATA Board and WMATA employees.

**How WMATA is Funded in Virginia.** Ms. Mattice explained that staff has updated the flow chart documenting the flow of funds to WMATA. Mrs. Bulova suggested “Northern Virginia Regional” be added to the description of the motor vehicles tax. Mr. Kalkwarf reviewed the updated chart. Chairman Fisette observed that it is a complicated process. Mr. McKay stated that all revenue under the “NVTC Jurisdictions” heading is revenue generated by local governments and not motor vehicles tax revenue. He stated it is important to make this clear to show the magnitude of funds for Metro that are coming out of the jurisdictions’ general funds. Mrs. Bulova suggested adding “local general funds and local bond revenue.” Chairman Fisette also suggested inserting a table listing the basic source of funds (federal, state, local).

**Regional Transit Performance**

Ms. Mattice stated that every month Commissioners are provided with WMATA ridership data. On a quarterly basis staff provides data on all the local transit systems. She introduced Patricia Happ, who will provide the ridership report, and Dan Goldfarb, who will give an update on the Regional Bus Agenda.

Ms. Happ reported that ridership is down across the region, which echoes a nationwide trend of bus ridership decline. However, ART bus ridership is up as it took over Metrobus
Routes 3A as the new ART, as well as adding more routes. She stated that the region is seeing changes in land use, travel and work patterns. These are impacting some of the ridership changes. Vehicle Miles Travelled has remained relatively unchanged but the population is rising. Trends show that employers are relocating to less transit friendly areas. Telework has experienced rapid growth.

Mr. Smedberg left the meeting at 8:54 P.M. and did not return.

Ms. Happ discussed new initiatives designed to increase ridership and revenue, including programs such as WMATA Select Pass and Upass, as well as Connector’s Student bus pass. NVTC is developing local and regional consensus on solutions such as farebox technology. NVTC is also analyzing regional trends such as regional bus initiatives.

Mr. Goldfarb stated that NVTC’s Regional Bus Agenda is aimed at providing an understanding of bus operations in Northern Virginia across jurisdictional boundaries. The goal is to identify opportunities within the region for bus services that connect across jurisdictions, including high quality modes such as Bus Rapid Transit (BRT). He reviewed the status of the Regional Bus Agenda, including objectives, baseline performance metrics, geographic-based database, service supply metrics, market analysis, and next steps. This is a year-long effort and should be completed in the spring or summer of 2017.

Mr. Lovain stated that it is his understanding that 85 percent of all office space is located within ¼ mile of a Metrorail station. He finds it hard to believe that employers are moving away from transit centers. Ms. Mattice explained that this data was provided at a recent WMATA forum on ridership. Staff can research this issue further with WMATA.

Mr. Foust asked a philosophical question about the difference between “gap” and “opportunities.” Mr. Goldfarb explained that they are intended to be the same thing in this context. A gap in service is an opportunity to provide better transit service. Members of the Management Advisory Committee (MAC) felt that “opportunities” was a better word choice.

Mr. Letourneau asked about the source of the data. Mr. Goldfarb explained that the data came from several sources, including COG’s clearinghouse as well as GIS files from jurisdictions. Mr. Letourneau stated that with ridership being in massive fluctuation, he is concerned that it won’t be an accurate picture. Mr. Goldfarb replied that COG data covers multiple years and that NVTC’s database will be refreshed as new data is made available.

Mr. David Meyer observed that gathering data on teleworking is a challenge. The numbers are probably higher than reported since smaller employers don’t necessarily submit data. New technology has also advanced teleworking. He cautioned singling out Metrorail issues or employment center relocations as the only impacts on ridership.

**Virginia Railway Express**

VRE CEO Report. Mr. Allen reported on VRE safety and security activities over the last month, including training for the undercover law enforcement program. These officers
are regular VRE riders and are represented on all VRE trains and are available to assist VRE train crews in the event of a possible emergency or felony taking place on board the trains.

Mr. Allen reported overall on-time performance (OTP) for the month of August was 75 percent. The Fredericksburg line had major heat restrictions, track work, and train congestion. Average daily ridership remains strong at over 19,000. VRE saw significant increases in ridership during the WMATA SafeTrack surges #3 and #4. He gave a brief update on how VRE will benefit from the Atlantic Gateway project.

Mr. Allen reported that he gave a presentation at the July Commonwealth Transportation Board (CTB) meeting highlighting VRE’s need for an additional funding source. DRPT is finishing its own independent review of VRE’s financial and strategic plans and the results will be presented to the CTB in October.

Authorization to Amend the Contract for New Passenger Railcars with Sumitomo Corporation of Americas and to Execute an Assignment Agreement to Assign Options to Purchase Additional Railcars to Chicago Metra. Mrs. Bulova stated that Resolution #2315 would authorize the VRE CEO to amend the contact with Sumitomo Corporation of Americas and to execute an Assignment Agreement with Chicago Metra. She reminded the Commission that at the last meeting, this action was deferred to allow the agreements to be finalized. The agreements have now been finalized and reviewed by legal counsel.

Mrs. Bulova moved, with a second by Mr. David Meyer, to approve Resolution #2315 (copy attached).

In response to a question from Ms. Cristol, Mr. Allen stated that there is no fiscal impact since Metra would buy railcars directly from Sumitomo. Mr. Foust disagreed and observed there would be a potential fiscal impact of $1,000 as part of the indemnification requirement. Mr. Allen stated that the assignments of options are a very low risk issue. Mr. MacIsaac explained that the mutual indemnity clause is a standard provision for this type of agreement. VRE's only obligation is to sign the agreement. VRE's ability to indemnify is limited to the extent of its insurance. VRE has limited insurance so exposure is minimal.

Mrs. Bulova noted that this is a standard practice in the industry and VRE has benefited from this type of assignment in the past. Chairman Fisette stated that the VRE Operations Board and PRTC have supported this action.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Albo, Bulova, Cook, Corcoran, Cristol, Ebbin, Fisette, LeMunyon, Lovain, McKay, David Meyer, Ron Meyer and Wexton. Mr. Foust voted no. Commissioners LaRock, Letourneau, and Snyder abstained. The motion passed.

Authorization to Sell Seven Gallery Cars to Chicago Metra. Mrs. Bulova reported that the Commission is asked to approve Resolution #2316, which would authorize the VRE CEO to sell seven Legacy cars to Metra of Chicago, Illinois for a total amount of $3,500. In response to a question from Senator Ebbin, Mr. Allen explained that since VRE is receiving new railcars, these Legacy cars are no longer needed and have reached
their useful life. This sale will save VRE money on the cost of storing these cars as well as dismantling them at a cost of $10,000.

Mrs. Bulova moved, with a second by Mr. McKay, to approve Resolution #2316 (copy attached). The vote in favor was cast by Commissioners Albo, Bulova, Cook, Corcoran, Cristol, Ebbin, Fisette, Foust, LaRock, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Snyder and Wexton.

Authorization to Submit Two VRE Projects to the CTB for Evaluation under Smart Scale. Mrs. Bulova stated that the VRE Operations Board recommends that the Commission approve Resolution #2317, which would authorize NVTC’s Acting Executive director to submit the Gainesville-Haymarket Extension Project and the Fredericksburg Line Capacity Expansion Project to the CTB for evaluation under the Smart Scale scoring process (formerly known as HB2) and funding consideration in the FY2022-2023 Program, to make any necessary corrections to project amounts or descriptions in the applications, and to execute all project funding agreements that may result from consideration of the projects.

Mrs. Bulova moved, with a second by Mr. David Meyer, to approve Resolution #2317 (copy attached). The vote in favor was cast by Commissioners Albo, Bulova, Cook, Corcoran, Cristol, Ebbin, Fisette, Foust, LaRock, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Snyder and Wexton.

DRPT Report

Chairman Fisette stated that DRPT Director Mitchell will brief the Commission on the Metro Safety Commission at the October meeting.

Executive Director Report

Ms. Mattice explained that the monthly Executive Director Newsletter highlights topics and events that may not be included in the agenda. 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 working with the Management Advisory Committee (MAC) to present it at the October meeting.

Ms. Mattice stated that there are Wi-Fi challenges in this meeting space that are out of NVTC control. As such, the electronic meeting materials will continue to be available in Adobe Acrobat “PDF” format. To avoid any challenges with Wi-Fi access during the meeting, she encouraged Commissioners to download the materials prior to the meeting. The materials will no longer be available in Flipbook since it requires active Wi-Fi. Chairman Fisette observed that the best solution is for building management to upgrade the Wi-Fi capability.
NVTC Financial Items

The Financial Reports for June and July 2016 were provided to Commissioners and there were no questions.

Closed Session

Chairman Fisette moved, with a second by Mr. David Meyer, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes a Closed Session for the purpose of discussion of two personnel matters.

The vote in favor was cast by Commissioners Albo, Bulova, Cook, Corcoran, Cristol, Ebbin, Fisette, Foust, LaRock, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Snyder and Wexton.

The Commission entered into Closed Session at 9:22 P.M. and returned to Open Session at 10:22 P.M.

Chairman Fisette moved, with a second by Mr. McKay, the following certification to reconvene in an open meeting:

1) That only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and

2) Only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered by the Commission.

The vote in favor was unanimous and cast by Commissioners Albo, Bulova, Cook, Corcoran, Cristol, Ebbin, Fisette, Foust, LaRock, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Snyder and Wexton.

Mr. Cook moved, with a second by Mr. David Meyer, to approve the Third Amendment to the employment agreement with Mr. Allen and authorizes NVTC’s Chairman to execute it on behalf of the Commission. This action is reflected in Resolution #2318 (copy attached). The vote in favor was cast by Commissioners Albo, Bulova, Cook, Corcoran, Cristol, Ebbin, Fisette, Foust, LaRock, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Snyder and Wexton. Mr. Ron Meyer voted no. The vote passed.
Adjournment

Without objection, Chairman Fisette adjourned the meeting at 10:25 P.M.

Approved this 6th day of October 2016.

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Jay Fisette
Chairman

__________________________________
Paul Smedberg
Secretary-Treasurer
RESOLUTION #2315

SUBJECT: Authorize the VRE CEO to Amend the Contract for New Passenger Railcars with Sumitomo Corporation of Americas and to Execute an Assignment Agreement to Assign Options to Purchase Additional Railcars to Chicago Metra

WHEREAS: In March of 2012 the VRE CEO executed a Contract with Sumitomo Corporation of the Americas (SCOA) for a base order of eight passenger railcars with the option for 42 additional passenger railcars;

WHEREAS: The Contract has been amended three times to exercise options for the purchase of 21 passenger railcars;

WHEREAS: The current Contract expires in March of 2017;

WHEREAS: VRE will not exercise the remaining options for 21 passenger railcars prior to March of 2017;

WHEREAS: Metra of Chicago approached VRE requesting VRE assign to them the remaining options;

WHEREAS: VRE, SCOA and Metra are currently working to finalize agreements to assign these options to Metra in a form approved by VRE’s legal counsel; and

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 the attached contract amendment with Sumitomo Corporation of the Americas to assign options for up to 21 passenger railcars to Metra in a form approved by legal counsel, and to execute the attached assignment agreement with Metra assigning the options for up to 21 passenger railcars in a form approved by legal counsel.

Approved this 1st day of September 2016.

Jay Fisette
Chairman

Paul C. Smedberg
Secretary-Treasurer
RESOLUTION #2316

SUBJECT: Authorize the Sale of Seven VRE Legacy Gallery Cars

WHEREAS: In February of 2013, the VRE Operations Board granted authority to sell the remaining Legacy Gallery cars in anticipation of the new railcar delivery;

WHEREAS: VRE posted a Request for Interest (RFI) on the VRE website for public sale; and

WHEREAS: A proposal was received from Metra of Chicago, Illinois to purchase the 405, 408, 412, 422, 423, 425 and 429 Legacy Gallery cars.

NOW, THEREFORE, BE IT RESOLVED by the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to enter into the attached agreement to sell seven Legacy Gallery cars Nos. 405, 408, 412, 422, 423, 425 and 429 to Metra of Chicago, Illinois for a total amount of $3,500.

Approved this 1st day of September 2016.

Jay Fisette
Chairman

Paul C. Smedberg
Secretary-Treasurer
RESOLUTION #2317

SUBJECT: Authorize the Submission of VRE Projects to the Commonwealth Transportation Board for Evaluation Under Smart Scale

WHEREAS: VRE has identified two candidate projects for evaluation under the Smart Scale prioritization process (formerly known as HB2);

WHEREAS: The projects are the Gainesville-Haymarket Extension Project and the Fredericksburg Line Capacity Expansion Project;

WHEREAS: Projects must go through the Smart Scale prioritization process to receive funding under the High-Priority Projects Program;

WHEREAS: The Commonwealth Transportation Board (CTB) will use the Smart Scale scoring along with other information to inform their funding decisions; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED by the Northern Virginia Transportation Commission hereby authorizes its Acting Executive Director to submit the Gainesville-Haymarket Extension Project and the Fredericksburg Line Capacity Expansion Project to the Commonwealth Transportation Board for evaluation under the Smart Scale scoring process and funding consideration in the FY 2022-2023 Program, to make necessary corrections to project amounts or descriptions, and to execute all project funding agreements that may result from consideration of the projects.

Approved this 1st day of September 2016.

Paul C. Smedberg
Secretary-Treasurer

Jay Fisette
Chairman
RESOLUTION #2318

SUBJECT: Approve an Amendment to the VRE Chief Executive Officer’s Employment Agreement.

WHEREAS: The Virginia Railway Express (VRE) Operations Board has concluded an evaluation of the VRE Chief Executive Officer’s performance for the third year of his service;

WHEREAS: The VRE Operations Board is recommending an amendment to the VRE Chief Executive Officer’s employment agreement (“the Third Amendment”) based on an assessment of his performance, and

WHEREAS: The Northern Virginia Transportation Commission has reviewed the VRE Operations Board recommendation and concurs.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Third Amendment to the employment agreement with Mr. Allen, and authorizes NVTC’s Chairman to execute it on behalf of the Commission.

Approved this 1st day of September 2016.

Jay Fisette
Chairman

Paul C. Smedberg
Secretary-Treasurer