

**MINUTES**  
**NVTC COMMISSION MEETING – APRIL 4, 2019**  
**FIRST FLOOR CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Letourneau at 7:07 P.M.

**Members Present**

Canek Aguirre  
Elizabeth Bennett-Parker  
Sharon Bulova  
John Cook  
Adam Ebbin  
David LaRock  
James M. LeMunyon  
Matt Letourneau  
David Meyer  
Ron A. Meyer  
M. David Skiles  
Paul Smedberg  
David Snyder  
Raul “Danny” Vargas

**Members Absent**

Katie Cristol  
Christian Dorsey  
John Foust  
Libby Garvey  
Catherine Hudgins  
Jeff McKay

**Staff Present**

Kate Mattice, Executive Director  
Matt Cheng  
Joey de St. Aubin  
Andrew D’huyvetter  
Allan Fye  
Rhonda Gilchrest  
Dinah Girma  
Patricia Happ  
Scott Kalkwarf  
Aimee Perron Seibert  
Zach Smith  
Brittany Sumpter  
Jae Watkins  
Joe Swartz (VRE)

### Pledge of Allegiance and Opening Remarks

Following the Pledge of Allegiance, Chairman Letourneau welcomed everyone to the April 4<sup>th</sup> meeting and then gave an overview of the action items. He noted that the meeting is being live-streamed on NVTC's Facebook page. He also noted that the VRE action item is last on the Agenda to allow Mr. Allen to arrive from PRTC in case there needs to be a Closed Session.

### Minutes of the March 7, 2019 NVTC Commission Meeting

Ms. Bulova moved, with a second by Mr. Smedberg, to approve the minutes of the April 4, 2019 meeting. Senator Ebbin requested a friendly amendment to make a correction on Page 4 to change "Potomac Yards" to "Potomac Yard." The maker and seconder of the motion accepted this friendly amendment. The vote in favor to approve the amended minutes was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg and Snyder. Mr. Vargas abstained.

### Consent Agenda

Chairman Letourneau presented Consent Agenda Item #3A "Authorize NVTC to Participate in a Joint Solicitation with the Virginia Railway Express for State Government Relations Services."

Mr. Smedberg moved, with a second by Mr. Cook, to authorize NVTC to participate in a joint solicitation with VRE for state government relations services. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg, Snyder and Vargas.

Chairman Letourneau presented Consent Agenda Item #3B "Resolution #2378: Authorize the Executive Director to Apply to the Department of Rail and Public Transportation for Summer 2019 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match."

Ms. Bulova moved, with a second by Mr. Ron Meyer, to approve Resolution #2378 (copy attached). The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg, Snyder and Vargas.

### Washington Metropolitan Area Transit Authority

Report from the Chair of the WMATA Committee. Chairman Letourneau stated that WMATA Chairman Hudgins was unable to attend tonight's meeting. He reported that the next WMATA Committee meeting is scheduled for April 17<sup>th</sup> when the committee is scheduled to discuss proposed strategies for NVTC's Report on the Performance and Condition of WMATA.

Report from Virginia WMATA Board Members. Mr. Smedberg reported that the WMATA Board approved amendments to the FY2019 WMATA budget to reflect a revised labor agreement with Local 922 and additional capital expenses. The revised FY2019 operating subsidy requires an additional \$1.146 million from the jurisdictions to fund additional personnel expenses from the labor agreement. The additional \$154 million in capital expenses is due to acceleration of the capital program. The WMATA Board also approved the FY2020 budget and the FY2020-FY2025 Capital Improvement Program (CIP). The FY2020 budget includes an operating subsidy increase for Virginia of three percent and has no fare increase or service cuts except for one bus service cut requested by Arlington County. The budget includes several new service initiatives to drive ridership growth, including extending Yellow Line service to Greenbelt and extending Red Line service to Glenmont.

Mr. Smedberg reported that due to uncertainty over the project schedule and timing of revenue service for the Silver Line Phase 2, ramp-up costs are not included in the current FY2020 operating budget. Once a date of revenue service is determined, WMATA staff will prepare an amendment to the FY2020 operating budget.

Mr. Smedberg also reported that the WMATA Executive Committee accepted a report on the review of WMATA's cybersecurity requirements in procurements. At the time of the review, the investigation found that WMATA did not have cybersecurity requirements in the Request for Proposals (RFP) on the 8000 series or in the procurement for the 7000 series railcars. WMATA management responded to the recommendations by amending the RFP for the 8000 series to include cybersecurity requirements.

Mr. Vargas asked if the union related budget increase was anticipated and if WMATA expects more increases in the future. Mr. Smedberg stated that they were anticipated and there are two more labor agreements that need to be revised in the near future.

Delegate LaRock asked about the person who heads cyber security at WMATA. Mr. Smedberg stated that WMATA acted to strengthen its cybersecurity program in the fall by hiring Kyle Malo as its chief information security officer. Mr. Malo served at the Federal Bureau of Investigation (FBI) for nine years, including as head of information security.

Platform Improvement Project (Summer Metrorail Shutdown). Mr. Cheng gave a presentation updating the Commission on the role of NVTC in the WMATA Summer 2019 Platform Improvement Project. WMATA has 45 outdoor, above or at-grade platforms that have been subject to four or more decades worth of wear and tear, weather and environmental effects and degradation from deicing agents. Many of the concrete platforms are falling apart, being supported by temporary scaffolding. WMATA identified the repair of these platforms as a necessary safety priority. WMATA recognized that 20 of the 45 are in need of immediate reconstruction and decided that in order to maximize work zone efficiency, and save construction costs, the affected stations must be shutdown to give crews 24/7 access. Starting May 25, 2019, the Blue and Yellow Line Metrorail stations south of National Airport will close for improvements and reopen September 3, 2019.

Mr. Cheng stated that NVTC's role is to help facilitate and support regional coordination in advance of and during this project. Back in May of 2018, NVTC worked with WMATA to assemble a stakeholder group of major transit providers, state and federal agencies, congressional offices and emergency responders. This group coordinates the mitigation and service plans for the region during these shutdowns and also coordinates with other major projects under similar construction timelines, such as the I-395 express lanes project, Pentagon bus loop construction, Memorial Bridge reconstruction and other local roadway projects.

Mr. Cheng explained that because the summer 2019 platform work lasts much longer than the 2017 SafeTrack surges and has a wider impact area, WMATA and NVTC took some of the lessons learned from the "SafeTrack Model" and applied to them the upcoming platform work coordination, including giving local jurisdictions advanced notice. WMATA also hired dedicated staff in bus planning, and communications to help coordinate and interface with local jurisdictional needs specific to this shutdown. NVTC still facilitates the coordination calls, but the addition of dedicated staff members and additional resources on WMATA's part have been key. NVTC's monthly coordination calls include dedicated time for regular briefings by WMATA rail, bus, emergency management staff, as well as jurisdictional updates on mitigation strategies. NVTC also maintains an issue-tracking database to help resolve jurisdictional questions and issues as well as assist with other major project coordination. NVTC monitors and supports follow-ups conducted by WMATA to ensure that high priority items are resolved in a timely manner.

Mr. Cheng stated that as this project is more expansive and crosses multiple jurisdictional boundaries, it is important for NVTC and WMATA to have a more organized, regional effort to recognize opportunities for cross-jurisdictional coordination. He acknowledged all the work the individual jurisdictions are doing in planning their own responses to the shutdown. This time around, there has also been a lot of good coordination between local staff and WMATA which allows specific issues to be resolved at the individual level, while higher priority, more regional items are also brought before the NVTC coordination group.

Mr. Cheng reported that WMATA, with the coordination group's input, has furnished service alternatives for riders during the summer shutdown. For Blue Line passengers, there will be two free services (Franconia to Pentagon Express Shuttle and Blue Line Local Shuttle run by DASH). For Yellow Line customers there will be a Huntington to Pentagon Express Shuttle and a Yellow Line local shuttle. WMATA has also been working with the City of Alexandria to run an express shuttle from Landmark Mall to the Pentagon. These shuttles will be completely free for the entire summer. Metrobus is enhancing other routes in the affected area, such as Metroway, 10 A, E serving Old Town Alexandria, 11Y direct to L'Enfant Plaza, and 21A and 8Z which can provide quick, accessible alternatives for local riders.

Mr. Cheng highlighted bus shuttles the local jurisdictions are providing to complement the WMATA bus shuttles. Alexandria is offering enhanced AT3, AT4 service; more King Street Trolley hours to link Old Town with expanded water taxi service; a potential shuttle service from King Street to Old Town; and expanded HOV and bus lanes. Fairfax County is planning to run more 393 and 394 express bus service. OmniRide will offer free shuttles from its Prince William Commuter lots to VRE stations and has existing capacity on some of its commuter express routes

to the Pentagon and Washington, DC. VRE cannot add more trains due to track slot restrictions, but VRE staff is working closely with the region to promote seat capacity on the trains at Alexandria and Franconia Stations. VRE will also offer a reduced \$4 Amtrak step-up ticket.

Mr. Cheng stated that all of the supplemental services and outreach would not be possible without the assistance of the Commonwealth and the Commonwealth Transportation Board. Through DRPT, the Commonwealth funded up to 80 percent of the operational costs of starting or enhancing these services, which reduced the financial and planning burden on many of the jurisdictions.

Mr. Cheng stated that after the Metrorail system reopens, NVTC will undertake a marketing effort aimed at attracting riders back to Metrorail and local transit systems. NVTC will work with the local jurisdictions throughout the closure period, to steer riders back to the Metrorail system and local transit providers. This will be accomplished using primarily targeted social media ads, radio and on-screen media advertising to target those riders driving during commuting hours. NVTC will continue to coordinate with WMATA's and local jurisdictions' riders outreach plans aiming to win back riders.

Mr. Cheng stated that for the next two months leading up to the shutdown, NVTC will continue coordination calls and conduct follow ups and track planning progress. These calls will continue during and throughout the summer into the fall. NVTC wants to hear feedback during the shutdown from local authorities and transit providers to ascertain what is working well and how resources can be shifted if there are ongoing issues. NVTC may conduct a formal review/after-action report of how the mitigation plans fared, getting metrics and feedback from local staff on what was successful and what can be improved for future transit service disruptions.

Senator Ebbin asked if WMATA is 100 percent certain that the work will be completed by September 3<sup>rd</sup>. Mr. Cheng stated that the rail stations will be open by September 3<sup>rd</sup>, but there may be additional construction not affecting service. Senator Ebbin stated that he hopes that when riders return that it will be a good experience and they will be able to see the improvements made. Greg Potts of WMATA stated that during construction WMATA will be doing other renovations of the stations (i.e. painting, lighting, customer amenities, etc.). Senator Ebbin stated that he would like to have an individual briefing at a more granular level with WMATA. Mr. Potts responded that WMATA staff would be happy to provide him with a briefing.

Mr. Skiles arrived at 7:29 P.M.

Regarding the September 3<sup>rd</sup> deadline, Mr. Cook asked what has changed for WMATA to be so certain that the deadline will be met. Mr. Potts explained that the contractor has incentives to complete the work by the deadline and it's a shared goal between WMATA and the contractor. He noted that there will be construction beyond Labor Day, but it will not interfere with service. Mr. Cook asked if the mitigation measures can be extended if the deadline slips. Mr. Potts stated that he will respond back to the Commission on this issue.

Chairman Letourneau asked if the jurisdictions are prepared if the deadline slips. Mr. Aguirre stated that it is imperative to have contingency plans in place. He also re-emphasized that there needs to be something to show the public when the work is completed. Regarding potential shuttle bus service from King Street to the Pentagon, Mr. Aguirre requested more information since there are already buses being added to King Street and he would like to see how all the mitigation efforts fit together. Mr. Cheng stated Alexandria staff is working with WMATA staff on the bus shuttle from King Street to the Pentagon.

### Commuter Choice Program

I-66 Commuter Choice Program. Chairman Letourneau stated that \$20 million is estimated to be available for the FY2020 I-66 Commuter Choice program. He explained that since there are \$32 million in requests of eligible scored projects, not every project on the list will get funded. Based only on VDOT's estimated available funding and awarding projects with the highest total scores, the bottom eight scored projects would not be funded.

Mr. Snyder, chairman of the Program Advisory Committee, stated that the committee did not end up meeting earlier this evening so there is no committee recommendation, but their previous meeting included a discussion on the scoring. Bus service projects do well but intersection improvements and trails do not. Chairman Letourneau noted that the Commission is not being asked to vote on the list of projects tonight but just for the list to go out for public comment.

Mr. Fye reviewed NVTC's robust public outreach planned for this program. The public comment period will run from April 5, 2019 to May 15, 2019 at 5:00 P.M. Members of the public will be able to submit comments via email, through a web form on NVTC's website, or by phone. In addition, NVTC plans to enhance traditional outreach efforts by launching a social media campaign that is geo-targeted to each project (i.e. specific communities and neighborhoods of potential transit riders and potential sluggers, etc.) and by partnering with jurisdictional staff to attend local events to increase visibility and awareness of the public comment period.

Mr. Fye stated that NVTC will host several outreach events and participate in a separate regional outreach event during the I-66 Commuter Choice public comment period:

1. An open house (6:00 P.M.) followed by a welcome and remarks (6:30 P.M.) on Tuesday, April 23, 2019 at Mary Ellen Henderson Middle School, 7130 Leesburg Pike, Falls Church, Virginia.
2. An open house (6:00 P.M.) and public hearing (7:00 P.M.) prior to the May 2<sup>nd</sup> NVTC Commission meeting at the Navy League Building, 2300 Wilson Blvd., Arlington, Virginia.
3. The Northern Virginia Spring Transportation Meeting (6:00 P.M.) on May 13, 2019 at the VDOT District Office, 4975 Alliance Drive, Fairfax, Virginia. Other participants include the Virginia Railway Express (VRE), the Northern Virginia Transportation Authority (NVTA), and the Commonwealth Transportation Board (CTB).

Mr. David Meyer asked if it is staff's intent to only list the projects within the funding limits. Mr. Fye stated that the intent is to present the entire list to the public and receive comments on all of the projects.

Senator Ebbin asked if the other participants in the Northern Virginia Spring Transportation Meeting will have projects for public comment. Ms. Mattice stated that beyond NVTC seeking comments on the I-66 and I-395/95 Commuter Choice programs, the CTB will be accepting comments on the Six-Year Improvement Program (SYIP). This year NVTA does not have a program to comment on, but will be there to speak to the public, as well as VRE.

Senator Ebbin requested that NVTC's elected officials receive social media packets to amplify public participation. Ms. Watkins, NVTC's designated outreach and program manager for the Commuter Choice program, is putting together media packets and will distribute them to Commissioners.

Mr. Snyder suggested adding "staff recommended" or "draft recommended" to the list of projects. He also asked what specific information the public will receive. Ms. Watkins stated that the public will be able to review the project profiles, including descriptions, maps and scores. All of this information will go live on NVTC's website on April 5<sup>th</sup> following tonight's Commission approval.

Chairman Letourneau observed that a big issue is that many people don't know how I-66 toll revenue is being used. It could help with public frustration to know at least some the revenue is being used for transit.

Mr. Vargas stated that he understands that this is not part of NVTC's responsibility, but he requested an update by email on the status of construction on I-66 Inside the Beltway.

Mr. Skiles moved, with a second by Mr. Smedberg, to authorize a public comment period to solicit comments on the I-66 Commuter Choice FY2020 Proposed List of Eligible Scored Projects. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder and Vargas.

I-395/95 Commuter Choice Program. Chairman Letourneau reviewed the next two action items. Resolution #2379 would approve the I-395/95 Commuter Choice FY2020 Inaugural Program project selection process and technical evaluation criteria. Resolution #2380 would authorize the executive director to initiate the I-395/95 Commuter Choice FY2020 Inaugural Program call for projects.

Mr. Fye stated that the I-395/95 Memorandum of Agreement with NVTC and PRTC allocates \$15 million/year plus escalation to NVTC and PRTC to fund multimodal projects along the I-395/95 Express Lanes Corridor. The resulting program is the I-395/95 Commuter Choice program. NVTC staff will be administering the I-395/95 Commuter Choice program. The proposed Program of Projects will be jointly approved by the two Commissions prior to submission to the Commonwealth Transportation Board. A I-395/95 Commuter Choice Joint Commission Working

Group, made up of Commissioners from NVTC and PRTC and chaired by Jeff McKay, was established to help facilitate the development of the various decision documents prior to submission to the Commissions for approval.

Mr. Fye stated that to meet the accelerated schedule of the Inaugural Program and to align the two Commuter Choice programs, staff recommends using existing technical materials and procedures developed and vetted through the I-66 Commuter Choice program to expedite the delivery of the I-395/95 Commuter Choice FY2020 Inaugural Program. As the I-395/95 Commuter Choice program and I-66 Commuter Choice program are nearly identical in program goals, criteria, and reporting, NVTC staff proposes that the I-395/95 technical evaluation criteria be based on the I-66 Commuter Choice program. Priorities for scoring will focus on technical merit (congestion and diversion mitigation) and cost effectiveness, as well as the priority for a given project by the applicant. In addition, staff proposes that a project be scored higher if it can be ready on or near Toll Day 1 (readiness).

Ms. Bulova moved, with a second by Mr. Smedberg to approve Resolution #2379 (copy attached), which approves the I-395/95 Commuter Choice FY2020 Inaugural Program project selection process and technical evaluation criteria. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg, Snyder and Vargas. Mr. Skiles abstained.

Mr. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #2380 (copy attached), which authorizes the executive director to initiate the I-395/95 Commuter Choice FY2020 Inaugural Program call for projects. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg, Snyder and Vargas. Mr. Skiles abstained.

#### Legislative and Policy Update

Ms. Seibert gave an update on the Reconvened Session of the Virginia General Assembly held on April 3, 2019. One of the most critical successes was the adoption of a plan to fund transportation improvements to Interstate 81. The plan will raise about \$151 million for the I-81 Corridor Improvement Fund. The new money comes from a 2.1 percent fuel tax increase along the corridor, which amounts to roughly six or seven cents a gallon, as well as some statewide fees. The remaining new funding for the I-81 Corridor comes from raising truck registration fees and diesel and road taxes. Those statewide increases will also benefit the I-64 and I-95 corridors, as well as the Northern Virginia Transportation Authority and other interstate projects. With the creation of the I-81 Corridor Improvement Fund, it frees up approximately \$930 million in Smart Scale funding. Out of that, \$20 million will go directly to NVTa to be spent per NVTa statute but cannot be used for bonds; \$39.2 million will be used for the I-95 corridor for improvements below District 8; \$27.6 million for the I-64 corridor; and \$42 million for all other corridor improvements. Those funds will be administered by the CTB directly.

Mr. LeMunyon arrived at 7:50 P.M.



In response to a question from Delegate LaRock, Ms. Seibert stated that the Commonwealth will establish a new prioritization process for the I-81 corridor and the other interstates. Chairman Letourneau clarified that NVTAs evaluation criteria is not changing.

Ms. Mattice gave an update on recent Commonwealth Transportation Board activity. At its March 2019 meeting, the CTB adopted the last in a series of policy resolutions to implement changes to the state transit funding required under HB1539 (2018). The resolution *“Policy for the Implementation of Performance Based State Transit Operating Allocation”* changes the formula for allocating Virginia’s transit operating assistance to more performance-based allocation. The adopted formula, which will be immediately implemented for the FY2020 funding cycle, does have some impact to transit agencies serving the NVTC region. However, DRPT updated its policy guidance to decrease the impact on longer-haul commuter bus services and the General Assembly passed legislation to provide up to \$3 million total to transit agencies negatively affected by changes to the allocation formula.

Ms. Mattice stated that DRPT presented to the CTB Rail and Transit Subcommittee its initial evaluation and scoring of capital projects under its new Making Efficient + Responsible Investments in Transit (MERIT) program, which prioritizes projects for state funding. The four major capital projects are all in the vicinity of National Landing. The Crystal City Potomac Yard Transitway, Crystal City Metro Station, Potomac Yard Metrorail Station and Route 1 Metroway Expansion will help support transit access to Amazon's HQ2 and the new Virginia Tech campus. DRPT also released the scores for the nearly 280 transit applications for state of good repair projects, and for 85 minor enhancement projects. Final project selections and funding levels are still being determined, as many projects also are seeking SMART SCALE funding. This MERIT program evaluation and scoring process was developed by DRPT in conjunction with the Transit Service Delivery Advisory Committee (TSDAC) and will be presented to the full CTB at its April meeting.

Ms. Mattice reported that at its March 2019 meeting, the CTB adopted the resolution *“Addition of a Public Transportation Project to the Six-Year Improvement Program for Fiscal Years 2019-2024 for the WMATA Platform Improvement Program – Summer 2019 Virginia Supplemental Mitigation Plan”* approving \$3.6 million of the \$4.5 million total cost for potential strategies to mitigate the effects of this summer’s Metrorail shutdown of six stations south of National Airport. The strategies, which total nearly \$4.5 million, were developed by NVTC in partnership with DRPT, VDOT, WMATA and local transit agencies. The strategies are designed to provide travel options to impacted transit riders; educate riders on the impact to their commutes; manage demand by incentivizing the use of transit, ridesharing, flexible work schedules, and telework. A NVTC-led marketing effort to increase Metrorail ridership following this summer's shutdown will receive \$336,000 from the state.

On the federal level, Ms. Mattice reported that the Trump Administration submitted its FY2020 federal budget request to Congress. In its budget request, the Administration proposes \$12.4 billion for public transportation programs, a cut of \$998 million from the FY2019 enacted level of \$13.4 billion. The budget request fully funds the federal surface transportation (highway and transit) FAST Act programs authorized from the Highway Trust Fund. In addition, the

Administration requests \$1 billion for the Better Utilizing Investments to Leverage Development (BUILD) program, an increase of \$100 million. The BUILD program is a competitive surface transportation program that can be used to fund highway, rail and transit programs as determined by the Administration.

Ms. Mattice reported that the members of the Washington, DC region's House congressional delegation sent a letter on March 27, 2019 to the leaders of the House Appropriations Committee recommending full funding of dedicated capital funds to the Washington Metropolitan Area Transit Authority in FY2020. Originally authorized under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Congress authorized \$150 million/year for ten years for dedicated capital funding to WMATA. This federal share required an equal match in regional investment of \$50 million/year from the District of Columbia, Maryland, and Virginia, providing WMATA with a total of \$300 million/year for much-needed capital investments. This letter articulates the delegation's continued support for dedicated federal funding for WMATA through the FY2020 appropriations process.

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

Chairman Letourneau stated DRPT Director Mitchell could not attend the meeting, so he directed Commissioners' attention to the written DRPT Report. Todd Horsley of DRPT reported that the Washington Metrorail Safety Commission (WMSC) was certified by the Federal Transit Administration on March 18, 2019 before the Congressionally-mandated deadline. He also reported that the CTB approved mitigation funding for the summer shutdown is now available to transit operators (starting on March 21, 2019).

Mr. LeMunyon asked about the Washington Metrorail Safety Commission. Mr. Smedberg stated that the MSC will take over the federal oversight of WMATA. A briefing on the WMSC will be on the May Commission meeting agenda.

#### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reported that NVTC's offices moved to the second floor on March 18<sup>th</sup>. She recognized Scott Kalkwarf and Melissa Walker for their hard work in coordinating the move. Staff plans to hold an open house, which is currently being planned for the July 11<sup>th</sup> NVTC meeting.

Ms. Mattice introduced three new staff members: Dinah Girma (Program Analyst), Zach Smith (Program Analyst) and Britany Sumpter (Grants Manager).

Ms. Mattice also reviewed several upcoming events including APTA's Transportation Tuesday, where she will be the feature speaker, and the Northern Virginia Spring Transportation Meeting on May 13<sup>th</sup> at the VDOT District Office.

The Financial Report for February 2019 was provided to Commissioners and there were no questions.

Mr. LeMunyon asked about the article in the Executive Director Newsletter about Virginia transit officials' trip to California to explore a tunnel dug by Elon Musk's Boring Company. Ms. Mattice stated that the trip was referenced during a Commonwealth Transportation Board (CTB) Transit and Rail Subcommittee meeting. CTB Board member Scott Kasprowicz, who was part of the team who met with company leaders and toured the tunnel, concluded that nothing they saw would lead them to change their approach to transit in the near term. Mr. Kasprowicz indicated that the Boring Company is decades away from delivering usable, meaningful new transit options. Mr. LeMunyon expressed his interest in a presentation on hyperloop at a future meeting.

### Virginia Railway Express

Chairman Letourneau noted Mr. Allen had not arrived yet from PRTC. It was agreed that a Closed Session was not needed.

Ms. Bulova stated that the VRE Operations Board recommends Commission approval of Resolution #2381, which authorizes the VRE CEO to execute an Agreement of Sale with Crossroads Associates, LLC for the purchase of approximately 19.514 acres adjacent to the current Crossroads Maintenance and Storage Facility for an amount not to exceed \$2,350,000. The resolution also authorizes the VRE CEO to execute the agreement on behalf of the Commissions, in a form approved by legal counsel.

Ms. Bulova moved, with a second by Mr. Skiles, to approve Resolution #2381 (copy attached). The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, LeMunyon, Letourneau, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder and Vargas.

Mr. Swartz reported that today VRE ran 28 out of 30 trains under Positive Transit Control (PTC). VRE expects to be fully operational under PTC by next week.

### Adjournment

Without objection, Chairman Letourneau adjourned the meeting at 8:09 P.M.

Approved this 2<sup>nd</sup> day of May 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer

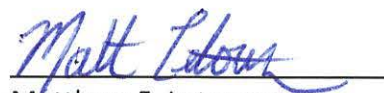


## RESOLUTION #2378

- SUBJECT:** Authorize the Executive Director to Apply to the Department of Rail and Public Transportation (DRPT) for Summer 2019 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match
- WHEREAS:** The Department of Rail and Public Transportation (DRPT) identified a need to support mitigation efforts during the planned shutdown of six Metrorail stations in the City of Alexandria and Fairfax County between Memorial Day and Labor Day in 2019;
- WHEREAS:** DRPT requested proposals for mitigation plans from local jurisdictions, transit providers, and NVTC in February 2019;
- WHEREAS:** The Commonwealth Transportation Board (CTB), on March 21, 2019, approved mitigation funding in the updated FY2019 Six-Year Improvement Program (SYIP);
- WHEREAS:** The CTB's funding approval included NVTC's request for \$395,725 to develop and implement a marketing effort to encourage riders to return to Metrorail and public transit following the summer 2019 shutdown;
- WHEREAS:** The funding requires a local match of 20 percent (\$79,145); and
- WHEREAS:** The Commission has consistently supported efforts to improve Metrorail and transit ridership.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director, or her designee, to apply to the Department of Rail and Public Transportation, to execute the associated funding agreement from DRPT, and to execute a Memorandum of Agreement with local jurisdictions and transit agencies to provide the 20 percent local match required for the grant.

Approved this 4<sup>th</sup> day of April 2019.

  
Sharon Bulova  
Secretary-Treasurer

  
Matthew F. Letourneau  
Chairman



## RESOLUTION #2379

**SUBJECT:** Approve the I-395/95 Commuter Choice FY2020 Inaugural Program Project Selection Process and Technical Evaluation Criteria

**WHEREAS:** The agreement between the Commonwealth and 95 Express Lanes LLC secured an annual payment for transit services of \$15 million per year, escalating by 2.5 percent per year, to fund multimodal projects along the I-395/95 corridor;

**WHEREAS:** The Memorandum of Agreement adopted by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) in November 2017 and adopted by the Commonwealth Transportation Board (CTB) in December 2017, between the CTB, NVTC, PRTC, Department of Rail and Public Transportation (DRPT), and Virginia Department of Transportation (VDOT) requires:

1. A request for projects from all jurisdictions that are members of either NVTC or PRTC and other public transportation providers providing service in those jurisdictions.
2. The selection and technical evaluation of projects by NVTC/PRTC, the development of a funding strategy for each proposed project, and the submission of each proposed project by NVTC/PRTC to the CTB.
3. NVTC/PRTC to hold a public hearing prior to NVTC/PRTC's selection of projects for submission to the CTB.

**WHEREAS:** The Memorandum of Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds, adopted by both Commissions in January 2019, establishes that NVTC will administer the Commuter Choice program; and

**WHEREAS:** The Joint Commission Working Group, composed of members from NVTC and PRTC; the NVTC Program Advisory Committee; and the staff working group, composed of staff from jurisdictions and transit agencies within the NVTC and PRTC districts, endorsed the Project Selection Process and Technical Evaluation Criteria for the I-395/95 Commuter Choice FY2020 Inaugural Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the Project Selection Process and the Technical Evaluation Criteria for the I-395/95 Commuter Choice FY2020 Inaugural Program.

Approved this 4<sup>th</sup> day of April 2019.

Sharon Bulova  
Secretary-Treasurer

Matthew F. Letourneau  
Chairman





## RESOLUTION #2380

**SUBJECT:** Authorize the Executive Director to Initiate the I-395/95 Commuter Choice FY2020 Call for Projects

**WHEREAS:** The agreement between the Commonwealth and 95 Express Lanes LLC secured an annual payment for transit services of \$15 million per year, escalating by 2.5 percent per year, to fund multimodal projects along the I-395/95 corridor;


**WHEREAS:** The Memorandum of Agreement adopted by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) in November 2017 and adopted by the Commonwealth Transportation Board (CTB) in December 2017, between the CTB, NVTC, PRTC, Department of Rail and Public Transportation (DRPT), and Virginia Department of Transportation (VDOT) requires:

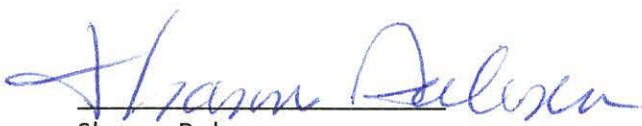
1. A request for projects from all jurisdictions that are members of either NVTC or PRTC and other public transportation providers providing service in those jurisdictions.
2. The selection and technical evaluation of projects by NVTC/PRTC, the development of a funding strategy for each proposed project, and the submission of each proposed project by NVTC/PRTC to the CTB.
3. NVTC/PRTC to hold a public hearing prior to NVTC/PRTC's selection of projects for submission to the CTB.

**WHEREAS:** The Memorandum of Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds, adopted by both Commissions in January 2019, establishes that NVTC will administer the Commuter Choice program.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director to initiate a Call for Projects for the I-395/95 Commuter Choice FY2020 Inaugural Program.

Approved this 4<sup>th</sup> day of April 2019.

  
Matthew F. Letourneau  
Chairman

  
Sharon Bulova  
Secretary-Treasurer

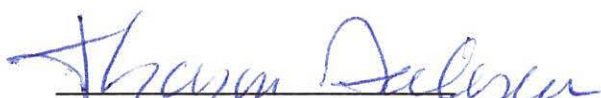



## RESOLUTION #2381

- SUBJECT:** Authorize the VRE CEO to Execute an Agreement of Sale with Crossroads Associates, LLC
- WHEREAS:** The Virginia Railway Express (VRE) has a need to expand the Crossroads Maintenance and Storage Facility to accommodate the addition of the Life Cycle Overhaul and Upgrade (LOU) facility, lengthening existing tracks to accommodate longer trains and expanding employee parking and welfare facilities;
- WHEREAS:** VRE staff has identified property adjacent to the existing Crossroads Maintenance and Storage Facility suitable to accommodate the expanded and additional facilities;
- WHEREAS:** VRE staff has completed necessary due diligence on the property and been engaged in ongoing discussions with the adjacent property landowner, Crossroads Associates, LLC to purchase approximately 19.5 acres adjacent to the Crossroads Maintenance and Storage Facility;
- WHEREAS:** Based on information presented by staff, the VRE Operations Board concludes that there is a need to acquire the property and complete the expanded and additional facilities at the earliest practicable time;
- WHEREAS:** Necessary funding has been incorporated into the Capital Reserve budget to allow VRE to purchase this property without detriment to planned and foreseeable capital projects; and
- WHEREAS:** The VRE Operations Board recommends that the Commission approve the following action.

**NOW, THEREFORE, BE IT RESOLVED** by the Northern Virginia Transportation Commission hereby approves the purchase of approximately 19.514 acres adjacent to the current Crossroads Maintenance and Storage Facility for an amount not to exceed \$2,350,000 and authorizes the VRE Chief Executive Officer to execute an Agreement of Sale with Crossroads Associates, LLC on behalf of the Commissions, in a form approved by legal counsel, subject to such revisions, approved by the VRE CEO with the concurrence of legal counsel, as are necessary to remove ambiguity or inconsistency or which improve the Commissions' legal or financial position.

Approved this 4<sup>th</sup> day of April 2019.

  
Sharon Bulova  
Secretary-Treasurer

  
Matthew F. Letourneau  
Chairman