

**MINUTES**  
**NVTC COMMISSION MEETING – JULY 11, 2019**  
**NVTC Suite #230 – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Letourneau at 7:08 P.M.

**Members Present**

Canek Aguirre  
Elizabeth Bennett-Parker  
John Cook  
Christian Dorsey  
Adam Ebbin  
John Foust  
Libby Garvey  
Catherine Hudgins  
Matt Letourneau  
Jennifer Mitchell (Alternate, Commonwealth of Virginia)  
M. David Skiles  
Paul Smedberg  
David Snyder

**Members Absent**

Richard Black  
Sharon Bulova  
Katie Cristol  
David LaRock  
James M. LeMunyon  
Jeff McKay  
David Meyer  
Ron A. Meyer  
Raul “Danny” Vargas

**Staff Present**

Kate Mattice, Executive Director  
Matt Cheng  
Joey de St. Aubin  
Andrew D’huyvetter  
Matt Friedman  
Allan Fye  
Rhonda Gilchrest  
Dan Goldfarb  
Patricia Happ  
Scott Kalkwarf  
Ben Owen  
Aimee Perron Seibert

Zach Smith  
Brittany Sumpter  
Jae Watkins  
Doug Allen (VRE)  
Karen Finucan Clarkson (VRE)  
Joe Swartz (VRE)

### Pledge of Allegiance and Opening Remarks

Following the Pledge of Allegiance, Chairman Letourneau welcomed everyone to the July 11<sup>th</sup> NVTC meeting in NVTC's new office suite.

Chairman Letourneau noted that the meeting is being streamed on YouTube Live and the public can also access the feed through a link on NVTC's Facebook page. He reviewed the action items and noted that there will be a Envision Route 7 project presentation and a NVTC Regional Fare Payment program update.

### Minutes of the June 6, 2019 NVTC Commission Meeting

Mr. Skiles moved, with a second by Mr. Foust, to approve the minutes of the June 6, 2019 meeting. Senator Ebbin requested the minutes be corrected to fix a typographical error on page 7. There were no objections. The vote in favor was cast by Commissioners Bennett-Parker, Cook, Dorsey, Ebbin, Foust, Hudgins, Letourneau, Skiles and Smedberg. Commissioners Aguirre, Garvey and Snyder abstained.

### Consent Agenda

Chairman Letourneau presented the Consent Agenda for approval:

- A. Authorize the Executive Director to Send a Letter to WMATA Requesting Data on Uses of Dedicated Capital Funding
- B. Approve Resolution #2389: NVTC Support for Federal Dedicated Funding for WMATA Capital Needs
- C. Authorize the Executive Director to Execute Post Shut Down Marketing Agreements and Contracts
- D. Authorize the Chairman to Send a Letter to the Virginia Department of Environmental Quality in Support of the Potomac Yard Metrorail Station
- E. Authorize the Chairman to Send a Letter of Support for Fairfax County's FY2019 BUILD Transportation Grant Application for the Richmond Highway BRT Project
- F. Authorize the Chairman to Send a Letter of Support for Prince William County's FY2019 BUILD Transportation Grant Application for the Broad Run Commuter Lot Project

Ms. Garvey moved, with a second by Mr. Smedberg, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cook, Dorsey, Ebbin, Foust, Garvey, Hudgins, Letourneau, Skiles, Smedberg and Snyder. (A copy of Resolution #2389 is attached.)

## Washington Metropolitan Area Transit Authority

Chairman Letourneau announced that the WMATA Board elected Paul Smedberg as its new chairman. On behalf of the Commission, Chairman Letourneau congratulated Mr. Smedberg on his appointment. Mr. Smedberg stated that the WMATA Board is looking forward to turning a new page and getting off to a good start by approaching things more productively and strategically. He reported that the WMATA Board also approved revised committee assignments and Mr. Dorsey has been re-appointed to chair the WMATA Finance Committee. Maryland has appointed its Secretary of Transportation Pete Rahn to the WMATA Board of Directors and he will also serve on the Finance Committee. Mr. Dorsey noted that the difference in leadership is already palpable in all positive ways.

Report from the Chair of the WMATA Committee. NVTC's WMATA Committee Chairman Hudgins reported that the WMATA Committee met on June 27<sup>th</sup> to discuss the 2019 Annual *Report on the Performance and Condition of WMATA*, where the committee provided staff with guidance on strategies regarding the WMATA Board, parking, fare policy, fare pass products and the role of Metrobus in the region. Ms. Hudgins explained that the committee is looking at these issues in the context of what can be done jurisdictionally to reduce costs.

Report from the Virginia WMATA Board Members. Mr. Dorsey reported that the WMATA Board approved a FY2019 operating amendment to fund a collective bargaining agreement of \$403,000 and a FY2019 and FY2020 amendment that adds \$300 million in capital expenditures. This amendment will not result in an increase to the jurisdiction's capital contributions, as the increase will be covered by a combination of debt funding made possible by dedicated capital funding, increased federal grant funding, reimbursable projects, and additional sources. This will support an accelerated pace of track rehabilitation and additional platform work during the Yellow/Blue line shutdown. WMATA has negotiated five of the six collective bargaining agreements.

Mr. Smedberg reported that he along with WMATA Board members Clarence Crawford and Dave Horner recommended several amendments to the Code of Ethics to improve transparency, accountability and fairness. The WMATA Board will be asked to approve the changes in September.

Mr. Foust asked about a recent news article regarding Maryland withholding \$55 million from WMATA. Mr. Dorsey provided some background and explained that Maryland has several issues with documents they are seeking from WMATA. He stated that Maryland auditors are working with WMATA staff on these issues and Maryland Secretary of Transportation Rahn met with Mr. Wiedefeld today.

Mr. Snyder asked for an update on the Bus Transformation Study and WMATA's recent low rating on Metrobus service. Mr. Dorsey stated that there will be more information available after July 25<sup>th</sup> when the WMATA Board is scheduled to be briefed on the Bus Transformation project findings. He believes NVTC will have an important role in determining what the jurisdictions will

do to provide bus service to the region. Mr. Snyder noted that it all has to work together as one bus system, respecting jurisdictional funding and issues.

Chairman Letourneau asked Ms. Bennett-Parker and Mr. Aguirre if they wanted to speak to the impacts of the summer shutdown to the City of Alexandria. Ms. Bennett-Parker noted that revenues are down for some local businesses with retailers and restaurants closer to Metro stations being hit the hardest. Transportation logistics have been challenging for everyone, but Alexandria staff have been doing a great job on the mitigation plans. There have been more issues for riders of the 11Y bus and WMATA has responded by adding another bus. There has been positive feedback on other transit options, including water taxis and the express bus shuttle from Landmark to the Pentagon. Alexandria staff is working on a mid-term report, so there will be additional data to share in the near future.

Mr. Aguirre added that recent comments have been light and there has been a general sense of appreciation for what WMATA actually does. It is difficult situation, but people are adjusting. He noted that once this work is finished, it will be important to get people back to using the Metro system. Chairman Letourneau noted that WMATA is still on schedule to complete the work by the deadline.

Senator Ebbin observed that the shuttles to and from Crystal City have been timely and often. As an option for people from Alexandria and eastern parts of Fairfax County attending National baseball games, they can park at the Anacostia Metro Station and take a short Metrorail ride to the stadium. He suggested Commissioners promote this to their constituents. Greg Potts of WMATA staff stated that WMATA is sharing this information with elected officials to get this information out to the public.

Mr. Aguirre asked about the on-demand late night service, which started on July 1, 2019. He asked if there is any data on usage available yet. Chairman Letourneau asked staff to work with WMATA to provide information at the next NVTC meeting.

#### Commuter Choice Program

Chairman Letourneau stated that back in 2017, NVTC embarked on the Commuter Choice program – a competitive funding program that uses a portion of the toll revenues from some of Northern Virginia’s tolled express lanes to start and operate new transit and multimodal projects for commuters. NVTC is now in its third round of projects for the I-66 Commuter Choice program and has just closed the application period for the first I-395/95 Commuter Choice program.

Ms. Mattice introduced NVTC’s new Commuter Choice Senior Program Manager Ben Owen, who hit the ground running as the new lead program manager for the Commuter Choice program. He joins NVTC from the Federal Transit Administration where he worked extensively on the Capital Investment Grants program and administered FTA’s Transit-Oriented Development Planning Grant program. Mr. Owen will work closely with Patricia Happ, Dan Goldfarb, Jae

Watkins, and Brittany Sumpter on the administration of the Commuter Choice program as NVTC launches the third round of I-66 and the inaugural round of I-395/95 projects.

I-66 Commuter Choice Program Update. Mr. Owen reported that on June 19<sup>th</sup> the Commonwealth Transportation Board (CTB) approved NVTC's FY2020 I-66 Commuter Choice program of 13 projects, totaling \$19.6 million in toll revenues, that will move 3,170 more people through the I-66 corridor each morning. Approximately 87 percent of the funding, or \$17 million, will support the operation of new or expanded bus service. NVTC received 20 applications totaling \$32.8 million for the FY2020 program. Staff is currently working with recipients to execute a Standard Project Agreement (SPA) for each of the approved projects. Recipients are eligible to begin incurring expenses starting July 1, 2019.

I-395/95 Commuter Choice Program. Mr. Owen stated that the Commission is being asked to approve Resolution #2390, which will authorize a public comment period to solicit feedback on the FY2020 list of eligible scored projects for the inaugural I-395/95 Commuter Choice program. The public comment period will run from August 4<sup>th</sup> to September 6, 2019. Members of the public will be able to submit comments via email, through a web form on NVTC's website, or by phone.

Mr. Owen stated that for the FY2020 Inaugural Program, NVTC received 17 applications from eight applicants. The technical team assessed all applications and determined that each met the eligibility criteria established in the Memorandum of Agreement (MOA). On June 13<sup>th</sup> staff reviewed the eligible projects with the Joint Commission Working Group (JCWG). The NVTC technical team, in coordination with applicant staff, then scored the projects using the criteria approved by both NVTC and PRTC in April 2019. The technical scores reflect \$30.8 million in requests plus NVTC program management costs for a total of \$31.6 million. A total of \$22 million is available for this first round of funding. This amount reflects a 20-month program extending from Toll Day 1 on the I-395 express lanes (late October 2019) through June 30, 2021.

Mr. Owen reviewed the process and the scoring/evaluation process. The draft scores will be released as part of the public comment process. Chairman Letourneau stated that based on available funding, 13 of the 17 projects could be funded if the Commission bases selection on the ranked scoring.

Senator Ebbin observed that the Arlington County road improvement project at Glebe Road (ranked last) is impacted by the Quaker Lane ramp which gets backed up so that vehicles cannot access the I-395 ramp during peak times. He is surprised it scored so low. Mr. Owen explained that a big component of the scoring is increasing person throughput – the amount of people moving through the corridor. The scoring benefits transit projects, as well as those projects that create connections. The ranking does not reflect that it is a bad project. Mr. Foust stated that this is an example of the challenge of the scoring criteria. Most of these projects are one-time projects, but this specific project will have benefits for many years, and that is not reflected in the scoring. Mr. Owen stated that staff is looking at these types of issues and potential changes to the scoring. The Program Advisory Committee will discuss this at their August 1<sup>st</sup> workshop.

Mr. Skiles asked if any of these projects have been submitted for NVTa funding. Ms. Mattice stated that NVTa just issued a call for projects. Many of the Commuter Choice projects are for transit operations and the Authority cannot fund operations. Mr. Skiles observed that the Glebe Road project could qualify for NVTa funding as a capital project.

Chairman Letourneau asked for more information on the Pentagon commuter store project. Mr. Owen stated that the commuter store opened at the Pentagon as part of the I-395 management plan and the requested funding would continue the operations of the store for an additional year. Tim Roseboom of Arlington County staff provided some information about the store. Ms. Garvey asked if there is data on how many people use the store. Mr. Roseboom offered to provide this information. Mr. Dorsey noted that it is one thing if it is a successful commuter store; if it's not successful, it shouldn't necessarily stay open just because there is a funding source available. He did observe that these types of questions can be asked about any of the projects. Chairman Letourneau asked for more information on this project.

Senator Ebbin moved, with a second by Ms. Garvey, to approve Resolution #2390 (copy attached). The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cook, Dorsey, Ebbin, Foust, Garvey, Hudgins, Letourneau, Skiles, Smedberg and Snyder.

#### Envision Route 7 Project Update

Chairman Letourneau stated that for the past several years NVTC has been working with Fairfax County, the City of Falls Church, Arlington County, and the City of Alexandria to develop the necessary planning and engineering for a future Bus Rapid Transit (BRT) line that would run from Tysons through West and East Falls Church to the Mark Center in Alexandria. NVTC staff is in the final stages of the Phase III Conceptual Engineering Study, a key step to continue the planning and design for this 11-mile BRT.

Mr. Goldfarb, NVTC's program manager, introduced Jamie Henson, associate planner for Kittelson & Associates, who provided an overview of the project and the current study. Mr. Henson explained that his firm is assisting NVTC to think through how to implement exclusive-lane transit along the Route 7 corridor to provide high quality bus service. Specifically, a conceptual layout is being designed to be able to identify right-of-way needs, costs, etc., to provide a path forward for NVTC and the jurisdictions to obtain right-of-way. The study is expected to conclude by September and to be presented to the Commission at its October meeting.

Mr. Cook asked if there has been analysis done on taking away existing travel lanes as opposed to adding additional BRT lanes. Mr. Goldfarb stated that for certain segments the BRT would have to operate in mixed use lanes or shared turning lanes, especially in Falls Church where existing lanes are built out. Concurrently, NVTC is working with Fairfax County staff as part of their current study of how they will lay out Route 7 from I-66 to Tysons Corner. NVTC will build off the county's work as it moves into Phase VI. Ms. Mattice explained that there has been a

general understanding that certain parts of Route 7 that could have separate lanes, but other sections would need to be mixed-use due to right-of-way constraints.

Ms. Garvey asked who will run the BRT system. Mr. Goldfarb explained that this would need to be resolved in a future phase of the study. Mr. Snyder observed that it is an interesting project that will connect activity centers, is multi-jurisdictional, will provide another transit option to a diverse region, and will take more people off the roads, which will benefit those commuting from the outer jurisdictions. He expressed his opinion that this is an exciting project and well worth the effort. Mr. Foust agreed and asked when the BRT project would be operational. Mr. Goldfarb responded that Fairfax County is a major player in the project and NVTC is working closely with the county on this project. The county is currently focused on Route 1, so it is expected that the Route 7 BRT will move into construction in future years. Mr. Foust stated that the Route 7 widening project has already been majorly funded, so he believes the project shouldn't have to wait. He will speak to county staff because he feels this is an important project. Ms. Hudgins noted the different challenges of BRT for Route 7 compared to Route 1. Ms. Mattice stated that NVTC is moving the project forward and does not want to minimize the work being done, which is being done in concert with Fairfax County's study. Mr. Snyder added that NVTC may wish to move the projects faster along.

#### Regional Fare Collection Update

Chairman Letourneau stated that NVTC has a long history of working with its jurisdictional transit providers on fare technologies, including setting up SmartTrip integration with WMATA over a decade ago. The efforts continue, now with a focus on the next generation of fare technologies – mobile devices, off-board payment, and integrating into larger technological platforms. He asked NVTC's Transit Technology Program Manager Patricia Happ to provide a brief overview.

Ms. Happ reminded the Commission that NVTC leads the coordination, planning, and technical assistance to the Northern Virginia transit systems on fare collection. In the spring of 2018, NVTC released a Strategic Plan for the Regional Fare Collection Program with a vision to implement a regionally integrated fare collection system with local flexibility to meet evolving customer expectations. One of the actions identified in NVTC's plan was to implement a local platform for mobile ticketing using mobile phone apps for fare payment on local bus services.

The first of the region's efforts kicked off this summer with the City of Alexandria's DASH bus service through a platform developed to provide customers with better service during WMATA's summer Metrorail shutdown south of Reagan National Airport. The DASHBus App, which went live on June 1<sup>st</sup>, provides an option for riders to purchase discounted tickets and use DASH services. For the first month, there were 1,500 users that downloaded the app and 1,000 rides that were taken using the app. The app was developed by the same developer of VRE's mobile ticketing app, so there is opportunity for coordination and use of SmartBenefits in the future.

Ms. Happ also reported that NVTC is continuing its fare collection technical support to test and install upgrades to bus fareboxes and driver control units (DCUs). The Farebox/DCU Upgrade pilot

project, which is nearing completion, includes active coordination between WMATA and the regional transit systems, reviewing DCU system design and IT security plans, and tracking current farebox inventory status in Northern Virginia.

Ms. Happ reported that WMATA did a field test of the fare equipment upgrades and are reviewing the data and making adjustments. The current schedule is that by the end of the year upgrades will be ready. NVTC is working with all the local transit providers on this. Staff continues to participate in related WMATA initiatives such as WMATA's Fare Payment Systems Vision and Strategy study for improving and modernizing fare payment and collection operations and technology; the Kontron board maintenance contract; WMATA's mobile app development and deployment to ensure concerns of Northern Virginia transit systems are identified and addressed; improvements to the implementation of SmartBenefits; and expansion of the University Pass program.

Chairman Letourneau asked if jurisdictions are still waiting for WMATA to be able to invest in new fare technology. Ms. Mattice stated that jurisdictions are trying to decide if they should wait or go ahead. DASH is a good example of deciding to go ahead with their mobile app. Ms. Happ stated that WMATA's Phase 0 initiative (design and user interface) was scheduled for completion by December 2018 but that deadline was not met. Ms. Garvey asked if the new equipment will produce data for analysis. Ms. Happ replied that it will.

Mr. Cook stated that if the WMATA initiative is dragging along where jurisdictions are determining they can't wait any longer, then this is a big problem regionally. The region needs to have one simple regional app for transit fares in the future. This needs to be a greater priority. Chairman Letourneau suggested scheduling a more robust discussion with WMATA at a future NVTC meeting on this issue.

Ms. Mitchell noted that the DASH app was funded by additional mitigation funding for the Metrorail shutdown. DRPT was interested in funding projects that had a life-time application beyond the three-month construction period. There should be other opportunities in the future. She cautioned to not wait too long on WMATA and to look at a regional solution for fare collection. The Maryland Transit Administration (MTA) has already moved forward on its fare system. She stated that while there needs to be continued regional collaboration on this, it is important for NVTC to proceed.

Mr. Dorsey stated that WMATA has no excuse for being where it is, but he would caution that what Alexandria is doing with the DASH app by no means compares to what WMATA is doing overall for regional fare system. WMATA is scoping way more than just a mobile app. Mr. Smedberg noted that it includes software, hardware, gates, etc., so it is not a simple solution. Chairman Letourneau suggested Commissioners go back to their jurisdictional staffs to find out the status of the individual transit systems and he asked NVTC staff to talk with WMATA to request a presentation at a NVTC Commission meeting or provide written information about their timeline. Ms. Garvey suggested there be a way for Northern Virginia to move forward with an app that can be folded into a future WMATA initiative.



### Virginia Railway Express

Since Mr. Allen had not yet arrived, Mr. Swartz of VRE staff gave a brief VRE update. He noted that on-time performance (OTP) has improved but is still not where VRE wants it to be. VRE is now seeing very few delays due to issues with Positive Train Control (PTC), which was a major cause of delays in April and May. However, delays continue due to mechanical and weather issues as well as rail congestion. In response to a question from Mr. Dorsey, Mr. Swartz stated VRE fared well on Monday since most of the trains arrived before the heavy rains started. There were some issues of flooding for the afternoon commute but CSXT did a good job of clearing the tracks.

Mr. Cook stated that the VRE Operations Board has had lengthy discussions about on-time performance, but the Commission should be aware that this is a major problem of getting on-time performance back to where it was. There are a number of causes but that doesn't make it acceptable. It is a major problem because when service is not reliable, it impacts ridership.

Mr. Cook moved, with a second by Ms. Bennett-Parker, to approve Resolution #2391, which would authorize an amendment to the PRTC/VRE Public Procurement Policy and Procedures Manual. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cook, Dorsey, Ebbin, Foust, Garvey, Hudgins, Letourneau, Skiles, Smedberg and Snyder. (A copy of Resolution #2391 is attached.)

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

DRPT Director Mitchell encouraged Commissioners to read her written report. She stated that the Commonwealth Transportation Board (CTB) is planning to meet next week in Lynchburg. At that meeting she will update the CTB on WMATA, particularly the information WMATA has provided to comply with legislation passed last year. DRPT is in the process of reviewing the information provided and will present a recommendation to the CTB in September with action in October. She also noted that the Transit Service Delivery Advisory Committee (TSDAC) is planning to meet on July 30<sup>th</sup> to hear an update on capital and operating funding over the last year allocated under the new prioritization process.

Ms. Mitchell announced that DRPT, the City of Richmond and the Greater Richmond Transit Company (GRTC) received an award for the GRTC Pulse BRT project. Ridership has increased by 18 percent over the last year. She encouraged Commissioners to come down to Richmond and see this BRT project.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She introduced another new employee, Matt Friedman, who serves as NVTC's communications and outreach manager. He is a longtime journalist who most recently spent more than a decade at the Associated Press. Mr. Friedman has always had an interest in transit and transportation issues

and volunteered with Greater Greater Washington for 3 ½ years, where he served as a social media editor and was a member of the editorial board. At NVTC Mr. Friedman will lead efforts to expand the visibility of NVTC through traditional and social media and will work closely with staff to support the mission of the Commission.

Ms. Mattice reminded Commissioners that NVTC does not meet in August, so the next meeting is scheduled for September 5<sup>th</sup> back in the first floor conference space. The Program Advisory Committee will meet on August 1<sup>st</sup> at 8:30 A.M. at NVTC office for a workshop to discuss scoring criteria and other Commuter Choice issues. The next I-395/95 Joint Commission Working Group is scheduled for September 12<sup>th</sup> at the Franconia Government Center.

Ms. Mattice stated that following the summer break, the Commission has a number of actions planned for the fall including:

- First round of I-395/95 Commuter Choice projects
- Annual Report to the Governor and General Assembly on WMATA's Performance and Condition
- Next round of I-66 Commuter Choice Call for Projects
- 2020 Legislative and Policy Agenda; and
- 2020 Work Plan and FY2020 Budget.

Chairman Letourneau announced that as was proposed when the Meeting Schedule was approved, NVTC plans to change its November meeting date to November 14, 2019. In response to a question from Mr. Cook, Chairman Letourneau explained that the Loudoun County Board of Supervisors usually meets on the first Tuesday of the month, but since that is election day the county has changed its meeting date to the first Thursday, which conflicts with NVTC's meeting date.

Ms. Mattice noted that the Financial Report for May 2019 was provided to Commissioners and there were no questions.

### Adjournment

Without objection, Chairman Letourneau adjourned the meeting at 9:38 P.M.

Approved this 5<sup>th</sup> day of September 2019.

---

Matthew F. Letourneau  
Chairman

---

Sharon Bulova  
Secretary-Treasurer



## RESOLUTION #2389

**SUBJECT:** NVTC Support for Legislation to Provide Federal Dedicated Funding for WMATA Capital Needs

**WHEREAS:** The Washington Metropolitan Area Transit Authority (WMATA) is essential to Northern Virginia's transportation network and the continued economic growth of the national capital region and the Commonwealth;

**WHEREAS:** WMATA is also critical to the daily operation of the federal government;

**WHEREAS:** Funding for WMATA is part of a federal-state partnership between the federal government and the Commonwealth of Virginia, State of Maryland and the District of Columbia;

**WHEREAS:** In 2018 the Commonwealth of Virginia, State of Maryland and the District of Columbia came together to pass historic legislation to establish dedicated funding for capital improvements at \$500 million a year demonstrating the local jurisdictions' commitment to make needed improvements to repair the system's aging infrastructure;

**WHEREAS:** The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) authorizing \$1.5 billion over a ten-year-period in dedicated federal funding for WMATA is set to expire in September 2019;

**WHEREAS:** Both chambers of Congress have introduced legislation to reauthorize federal dedicated capital funding for WMATA and provide additional funding for operating expenses contingent upon governance, safety and operational reforms; and

**WHEREAS:** Without dedicated funding, the system would lose the necessary funding needed meet safety needs, move federal employees and support jobs and private investment.

**NOW, THEREFORE, BE IT RESOLVED** by the Northern Virginia Transportation Commission hereby urges Congress to continue its investment in WMATA and pass legislation to reauthorize dedicated federal funding.

Approved this 11<sup>th</sup> day of July 2019.

Sharon Bulova  
Secretary-Treasurer

Matthew F. Letourneau  
Chairman



## RESOLUTION #2390

**SUBJECT:** Authorize a Public Comment Period to Solicit Comments on the I-395/95 Commuter Choice FY2020 List of Eligible Scored 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:** NVTC's April 4, 2019 FY2020 Call for Projects produced 17 eligible applications for a total of \$30.8 million in requests for projects designed to benefit toll payers in the I-395/95 corridor by expanding transportation capacity and options in the corridor;

**WHEREAS:** NVTC staff has evaluated the 17 applications, and now seeks to open a one-month public comment period on the proposed projects and evaluation results in conjunction with the Potomac and Rappahannock Transportation Commission (PRTC);

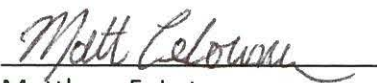
**WHEREAS:** NVTC expects to award up to \$22 million in funding for a 20-month program extending from the first day of I-395 Express Lanes tolling in October 2019 through June 30, 2021; and

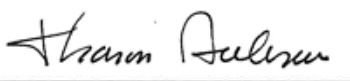
**WHEREAS:** NVTC desires to complete the selection process outlined above and announce project selections prior to the first day of I-395 Express Lanes tolling in late October 2019.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes a public comment period to solicit input on the I-395/95 Commuter Choice FY2020 List of Eligible Scored Projects, to extend from August 4 through September 6, 2019, including a public hearing at both NVTC's and PRTC's Commission meetings on September 5, 2019.

**BE IT FURTHER RESOLVED** that this authorization is contingent upon the Potomac and Rappahannock Transportation Commission's approval of a comparable authorization.

Approved this 11<sup>th</sup> day of July 2019.

  
Matthew F. Letourneau  
Chairman

  
Sharon Bulova  
Secretary-Treasurer





## RESOLUTION #2391

**SUBJECT:** Authorize an Amendment to PRTC/VRE's Public Procurement Policy and Procedures Manual

**WHEREAS:** The acquisition of goods and services below the micro-purchase threshold may be accomplished without competitive quotes;

**WHEREAS:** The current threshold for micro-purchases is \$3,000 for federally funded purchases and \$5,000 for non-federally funded purchases;

**WHEREAS:** VRE staff seeks to amend the PRTC/VRE Public Procurement Policy and Procedures Manual to increase the threshold for all micro-purchases to \$10,000 in accordance with the U.S. Office of Management and Budget memorandum OM-18-18, "Implementing Statutory Changes to the Micro-Purchase and the Simplified Acquisition Thresholds for Financial Assistance," issued June 2018; and

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

**NOW, THEREFORE, BE IT RESOLVED** by the Northern Virginia Transportation Commission hereby authorizes an amendment to the PRTC/VRE Public Procurement Policy and Procedures Manual to increase the threshold for micro-purchases from \$3,000 for federally funded purchases and \$5,000 for non-federally funded purchases to \$10,000 for all purchases and update the level of competition for small purchases, effective July 1, 2019 as shown in Attachment A.

Approved this 11<sup>th</sup> day of July 2019.

Sharon Bulova  
Secretary-Treasurer

Matthew F. Letourneau  
Chairman

**Attachment A to Resolution #2391  
VRE Levels of Competition for Small Purchases**

**Degree of Required Competition**

<b>Anticipated Expenditure</b>	<b>Degree of Competition Required</b>
Micro: Up to \$10,000	1 Documented Quote; Exempt from Competition
Small: \$10,001 to \$30,000	At Least 2 Verbal Quotes Sought and Documented
Small: \$30,001 to \$100,000 (Goods & Non-Professional Services)	At Least 4 Written Quotes Sought and Documented
Small: \$30,001 to \$80,000 (Professional Services)	At Least 4 Written Quotes Sought and Documented
Greater Than \$80,000 (Professional Services) *	Competitive Negotiation Required; Request for Proposals
Greater Than \$100,000 (Non-Professional Services and Goods) *	Competitive Sealed Bidding (or Competitive Negotiation if permissible and warranted)

*\*Reflects the current threshold established by the Virginia Public Procurement Act.*