

MINUTES
NVTC COMMISSION MEETING – JANUARY 16, 2020
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Letourneau at 7:04 P.M.

Members Present

Canek Aguirre
Walter Alcorn
Elizabeth Bennett-Parker
Katie Cristol
Christian Dorsey
Phil Duncan (Alternate, City of Falls Church)
Libby Garvey
Matt Letourneau
Jeff McKay
David Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Dalia Palchik
Paul Smedberg
Dan Storck (Alternate, Fairfax County)
Michael Turner
James Walkinshaw

Members Absent

Adam Ebbin (Senator Ebbin absent during General Assembly Session)
John Foust
David Snyder

Staff Present

Kate Mattice, Executive Director	
Matt Cheng	
Andrew D’huyvetter	
Matt Friedman	
Allan Fye	
Rhonda Gilchrest	
Dinah Girma	
Dan Goldfarb	
Patricia Happ	
Scott Kalkwarf	Jae Watkins
Tenley O’Hara	Steve MacIsaac
Colethia Quarles	Rich Dalton (VRE)
Zach Smith	Mark Schofield (VRE)
Brittany Sumpter	Joe Swartz (VRE)

Opening Remarks

Chairman Letourneau welcomed everyone to the January 16th meeting. He reviewed the highlights and action items for the meeting. He also welcomed back Deputy Secretary of Transportation Nick Donohue, who is present to continue the discussion on proposed changes to the I-66 Memorandum of Agreement.

Oath of Office for New Commissioners

Chairman Letourneau announced that five new Commissioners have been appointed to NVTC. The Fairfax County Board of Supervisors appointed Walter Alcorn, Dalia Palchik, James Walkinshaw, and Dan Storck (alternate). Loudoun County has appointed Michael Turner to NVTC. All five new Commissioners participated in a New Commissioner Orientation prior to this meeting. He welcomed Mr. Alcorn, Ms. Palchik, Mr. Walkinshaw, Mr. Storck, and Mr. Turner to NVTC and asked them to come forward for the oath of office.

Chairman Letourneau administered the ceremonial oath of office to the new NVTC members and Commissioners welcomed them to NVTC.

Chairman Letourneau also announced that NVTC received notice that Delegate David LaRock's term on NVTC expired January 7, 2020. NVTC will recognize his service at the next meeting. It is anticipated that the one vacancy from the Senate and four from the House of Delegates to NVTC will be filled during the General Assembly Session.

Annual Leadership and Governance – Election of NVTC Officers for 2020

Chairman Letourneau stated that the Executive Committee recommends the following slate of officers for 2020:

Chair: Katie Cristol
Vice-Chair: Canek Aguirre
Secretary-Treasurer: Jeff McKay

There were no additional nominations. Mr. Dorsey moved, with a second by Mr. Smedberg, to approve the slate of officers. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Chairman Letourneau administered the oath of office to the new officers and then passed the gavel to newly elected Chair Cristol, who began chairing the meeting.

Annual Leadership and Governance – Recognition of 2019 Chairman

Chair Cristol recognized Mr. Letourneau’s outstanding service as chairman in 2019. A Resolution of Commendation was prepared for Mr. Letourneau reflecting NVTC’s many accomplishments and milestones during his leadership (a copy of the resolution is attached). Ms. Cristol provided highlights from the resolution. She stated that Mr. Letourneau has been an advocate of balanced transit investments in the region, transportation infrastructure enhancements, emergency preparedness, economic development, improved transit service, and pedestrian-friendly initiatives. He led NVTC during its 55th year of operations and, as chairman, saw the region through many milestones, including the restoration and reopening of six Metrorail stations along the Blue and Yellow Lines south of Ronald Reagan National Airport; commencement of the inaugural I-395/95 Commuter Choice program; awarding a third round of I-66 Commuter Choice funding; the release of the 2nd Annual Report on the Performance and Condition of WMATA to the Governor and General Assembly; and completion of the Envision Route 7 Bus Rapid Transit Phase III project. During his tenure as chairman, Mr. Letourneau was relied upon for his expertise, follow-through and seemingly effortless ability to build consensus among his colleagues to advance high-quality transit in the region.

On a motion by Mr. Aguirre and a second by Mr. McKay, the Commission unanimously approved the Resolution of Commendation for Mr. Letourneau. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Chair Cristol presented Mr. Letourneau with a copy of the resolution and an award.

Mr. Letourneau thanked the Commission and stated he was excited to hand over the chairmanship into Ms. Cristol’s capable hands. He stated that it was a pleasure to serve as chairman in 2019 and he acknowledged the hard work of staff. He noted that NVTC is made up of diverse and talented Commissioners and is a place to collaborate on a regional level. He looks forward to continuing to work with all Commissioners.

Annual Leadership and Governance – NVTC Appointments to Various Boards

Chair Cristol stated that Resolution #2400 approves the appointments to various boards. The term limits for WMATA Board seats are required under the Code of Virginia, although NVTC can determine each year who will fill those seats. Resolution #2400 appoints the following:

WMATA Board of Directors:

Principals

Paul C. Smedberg (Commonwealth Appointee)
Term expires 01-04-2022

Christian Dorsey (NVTC Appointee)
Term expires 01-05-2021

Alternates

Walter Alcorn
Term expires 01-09-2024

Matthew F. Letourneau
Term expires 01-03-2023

VRE Operations Board:Principals

Walter Alcorn

Dan Storck

James Walkinshaw

Katie Cristol

Elizabeth Bennett-Parker

Alternates

Jeff McKay

Libby Garvey

Canek Aguirre

Virginia Transit Association Board:Principals

David F. Snyder

Katherine A. Mattice

Alternates

Katie Cristol

Elizabeth Bennett-Parker

Mr. Smedberg moved, with a second by Mr. McKay, to approve Resolution #2400 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Annual Leadership and Governance – Committee Assignments

Chair Cristol stated that both Mr. Snyder and Mr. Meyer will continue to serve as committee chairs of the Program Advisory Committee and the Legislative and Policy Committee, respectively. She will serve as chair of the Executive Committee. NVTC committee membership is as follows:

NVTC EXECUTIVE COMMITTEE

Chair, Katie Cristol

Vice-Chair, Canek Aguirre

Secretary-Treasurer, Jeff McKay

WMATA Committee Chair and Immediate Past NVTC Chair, Matt Letourneau

Legislative & Policy Committee Chair, David Meyer

Program Advisory Committee Chair, David Snyder

General Assembly Member, Sen. Adam Ebbin

Non-Voting Members:

WMATA Principal Member, Paul Smedberg (Commonwealth Appointee)

WMATA Principal Member, Christian Dorsey (NVTC Appointee)

WMATA COMMITTEE

Chair, WMATA Alternate Member, Matt Letourneau

WMATA Principal Member, Christian Dorsey

WMATA Principal Member, Paul Smedberg

WMATA Alternate Member, Walter Alcorn

Commission Members (drawn from member jurisdictions in a representative manner):

City of Alexandria, Canek Aguirre

City of Fairfax, David Meyer

City of Falls Church, David Snyder

PROGRAM ADVISORY COMMITTEE

Chair, David Snyder

Commission Members (drawn from member jurisdictions in a representative manner):

City of Alexandria, Elizabeth Bennett-Parker

Arlington County, Libby Garvey

City of Fairfax, David Meyer

Fairfax County, John Foust

Loudoun County, Michael Turner

LEGISLATIVE AND POLICY COMMITTEE

Chair, David Meyer

Commission Members (drawn from member jurisdictions in a representative manner):

City of Alexandria, Canek Aguirre

Arlington County, Libby Garvey

Fairfax County, Jeff McKay

City of Falls Church, David Snyder

Loudoun County, Matt Letourneau

Non-Voting Member:

General Assembly Member, Sen. Adam Ebbin

Mr. Smedberg moved, with a second by Mr. McKay, to approve the NVTC committee assignments. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Annual Leadership and Governance – Signatories and Pension Trustees

Chair Cristol stated that each January the Commission authorizes its executive director, director of finance and administration, and the newly elected secretary-treasurer to serve as signatories for financial transactions exceeding \$5,000. These persons, plus the NVTC Comptroller, are selected to serve as NVTC's employees' pension trustees. Resolution #2401 adds Mr. McKay's name as the newly elected secretary-treasurer.

Mr. Dorsey moved, with a second by Mr. Letourneau, to approve Resolution #2401 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Minutes of the December 5, 2019 NVTC Commission Meeting

Mr. Smedberg moved, with a second by Mr. Letourneau, to approve the minutes of the December 5, 2019 meeting. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cristol, Dorsey, Garvey, Letourneau, McKay, Meyer, and Smedberg. Commissioners Alcorn, Duncan, Palchik, Storck, Turner, and Walkinshaw abstained.

Meeting Summary of the December 9, 2019 Joint NVTC-PRTC Legislative Briefing

Mr. McKay moved, with a second by Mr. Meyer, to approve the Meeting Summary of the December 9th Legislative Briefing. The vote in favor was cast by Commissioners Aguirre, Cristol, Garvey, McKay, and Meyer. Commissioners Alcorn, Bennett-Parker, Dorsey, Duncan, Letourneau, Palchik, Smedberg, Storck, Turner, and Walkinshaw abstained.

Consent Agenda

Chair Cristol stated that the Consent Agenda has one action item:

- A. Authorize the Executive Director to Issue a Request for Proposals for Commuter Choice Marketing Website Services

Mr. Aguirre moved, with a second by Mr. Meyer, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

NVTC's FY2021 General and Administrative Budget and 2020 Work Plan – Public Comment

Chair Cristol stated that each year NVTC identifies staff priorities through its Work Plan, the guiding document for NVTC staff to support the mission of the organization. The Work Plan identifies specific programs, projects, and tasks that NVTC staff intend to perform during the coming 18 months. It supports NVTC's Strategic Framework and was developed in consultation with the Management Advisory Committee (MAC), made up of staff from each of NVTC's jurisdictions.

Chair Cristol stated that each January NVTC holds a public comment period on the annual Work Plan to solicit comments on NVTC's activities. NVTC also provide the public with opportunities at other times to submit comments, including the Commuter Choice for each round of funding and at the annual joint Northern Virginia Transportation public hearings hosted by the Commonwealth Transportation Board and shared with VRE and NVTA each spring.

Chair Cristol asked Ms. Mattice to review highlights from 2019 and where NVTC is headed in 2020 before opening it up for public comment. Ms. Mattice reviewed NVTC's major accomplishments for 2019, which include launching the I-395 Commuter Choice program with 10 projects totaling \$19M; funding Round Three of I-66 Commuter Choice; shifting NVTC's regional approach to oversight of WMATA with the implementation of NVTC's WMATA Committee where all NVTC jurisdictions are at the table; rolling out NVTC's first-ever regional transit marketing campaign (@Novarides) on WTOP and WAMU and in local movie theatres; leading the facilitation of major regional transit efforts (transit mitigation during the summer Metrorail station shutdowns on the Blue and Yellow Lines); completing the conceptual engineering study to further progress on the Envision Route 7 BRT project; providing a voice for NVTC transit providers as the Commonwealth developed their new approaches to allocating capital and operating funding; and pushing for progress with WMATA on new fare payment technologies. This all occurred while moving to new

NVTC office space, onboarding new staff, actively managing close to \$300 million in federal, state, regional, and toll revenues, and receiving another clean financial statement audit.

Ms. Mattice stated that for 2020 NVTC will continue with strong financial management on behalf of its jurisdictions, as well as:

- Selection and implementation of Round Four of the I-66 Commuter Choice program this Spring;
- Active facilitation of regional transit providers as they plan their response to this summer's scheduled Orange Line Metrorail station shutdown, as well as launching a post-shutdown marketing campaign;
- Launch of the next phase of traffic analysis to continue progress on the Envision Route 7 BRT project;
- Continued and active engagement with WMATA and transit providers on the FY2021 WMATA budget, potential changes to regional bus networks, the implementation of new farebox technologies, as well as support to NVTC's WMATA Board members; and
- Development and working with the Federal Transit Administration on updating NVTC's Disadvantage Business Enterprise (DBE) contracting goals for federal grants and continued timely analysis and response to any new provisions, programs and funding identified by the General Assembly and/or Congress.

Chair Cristol opened the meeting for public comment at 7:23 P.M.

Andrew Kierreg, a resident of Arlington County and Virginia's sole representative and vice-chair on WMATA's Riders Advisory Council. Mr. Kierreg stated that the Riders Advisory Council agrees with many of the same things NVTC communicates in its letter to WMATA on the FY2021 budget. They have concerns that the budget has no clear direction and that the budget will negatively impact bus ridership. The Riders Advisory Council believes that at the present time bus ridership is approaching, if not already, a transit death spiral. That is to say, declining ridership leads to route cuts, which then leads to declining ridership. He noted that the Riders Advisory Council opposes in the strongest possible terms any surcharges placed on cash loading on buses, which will hurt those needing it the most. The WMATA budget expansion of pass options is good but WMATA needs to make it easier to buy them with Smart Benefits. For many people, including the federal workforce, this option is currently closed to them.

Mr. Kierreg shared comments from two riders affected by the recent Transdev strike. WMATA plans to cut the 29W bus route, which one rider uses every day and the only route near her house, described this "as especially cruel" and another rider on the same route called it as "a slap in the face." He also noted that some of the changes along Columbia Pike make sense, for example curtailing some of the 16s to not run into the District but only if WMATA fully implements the transfer discount from bus to rail and rail to bus. Finally, only rapid implementation of the Bus Transformation Study recommendations and further improvements, such as implementation of all door boardings, can generate the meaningful improvements that Metrobus needs at this difficult time. He thanked the Commission for listening to his comments and stated that the Riders Advisory Council is always happy to engage with NVTC. Chair Cristol thanked Mr. Kierreg for his work on behalf of Virginia riders.

Fred Hussain, a resident of Prince William County, stated that his comments focus on the I-95 Corridor and the recommendations that were issued last year about extending park-and-ride along the I-95 Corridor. Personally, he is impacted as his park-and-ride lot is at overcapacity and he is obligated to drive to either to a VRE lot or to Franconia-Springfield to take Metro. He asked NVTC to collaborate with VDOT to expand park-and-ride along the I-95 Corridor, which would enhance bus service and take vehicles off the roads. He stated that he supports the Long Bridge project but is concerned that all the money from I-66 tolls will be used for Long Bridge. He asked NVTC to consider keeping the tolls collected on I-66 and I-395/95 and preserve them for bus service along those corridors. He asked NVTC to work with the congressional delegation to secure funds from FTA and/or Congress for the Long Bridge project.

Rob Whitfield, from the Fairfax County Taxpayers Alliance, stated that he has been coming to NVTC meetings for almost 10 years and has stated multiple times that NVTC should change its name to the “Northern Virginia Transit Commission.” He stated that his biggest concern for 2020 is the efforts by DRPT to seek funding for the Long Bridge project. He is in support of the project but sees it as a national, federal, and state-wide funding project. Other regional projects, such as the Dulles Rail project, have not been funded by the region and over 50% funding of the Silver Line has come from toll users. He has suggested Virginia should start to defease some of these bonds, because taxpayers are carrying the majority of the cost burden. There is a complete imbalance of the current funding mechanism presently occurring. He appreciates the effort and teamwork, but there needs to be focus on transit networks in the outer suburbs and connectivity, for example from Leesburg to Manassas.

Chair Cristol closed the public comment period at 7:34 P.M. and thanked those members of the public who provided comments. She noted that Commissioners were also provided with written comments that were submitted by the public prior to the meeting on NVTC’s website.

Chair Cristol stated that the FY2021 budget presented for Commission action is the same version that was presented to the Commission at the December meeting, which included an endorsement by the Executive Committee for the budget to include the option of an additional financial staff position.

Mr. McKay moved, with a second by Mr. Aguirre, to approve the FY2021 General and Administrative Budget and 2020 Work Plan. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Chair Cristol suggested that the Commission consider Agenda Item #6 “Commuter Choice Program,” Agenda Item #11 “Report from the Chair of the Legislative and Policy Committee,” and Agenda Item #12 “DRPT Report” together in that order since they are inter-related.

Commuter Choice Program

Chair Cristol provided some background information on the Commuter Choice program for new Commissioners and put it in context with the Commonwealth initiative of a major capital program

to expand passenger rail in the Commonwealth. The effort focuses on the construction of a new passenger rail bridge over the Potomac – the Long Bridge – as well as major improvements to the track capacity south all the way through and beyond VRE's service area. Also, with the recent announcement by the Commonwealth, there are now agreements with the federal government (Amtrak) and with CSX – the major north/south freight line used by Amtrak and VRE services in Virginia - that will make possible expanded passenger rail service, including the possibility of major expansion of VRE services. VRE runs weekday service that supports commuters along the I-66 corridor. The Manassas Line moves 5,000 passengers each day, effectively moving the equivalent of an entire lane of traffic off the I-66 corridor. At this time, the Commonwealth is identifying all the possible funding sources for the Long Bridge and rail expansion efforts.

Chair Cristol stated that for NVTC, this means that the Commonwealth is seeking to use a portion of the revenues that would currently go towards the I-66 Commuter Choice program to be used for pay-go and debt service for the Long Bridge. Future revenues could also be used for Rosslyn Metrorail Station improvements. She reminded Commissioners that NVTC has not taken this request lightly. Deputy Secretary Donohue has participated in the last two NVTC meetings to discuss these proposed changes. He is back for this meeting to answer questions.

Chair Cristol stated that since the December NVTC meeting the Commonwealth, DRPT, NVTC staff, legal counsel, and the jurisdictional partners have been finalizing the MOA – resolving the outstanding issues that were noted earlier. Commissioners were provided with a copy of the MOA with highlighted sections of the most recent changes, which was also sent to them prior to the meeting.

Ms. Mattice reviewed the major elements of the MOA:

- The Commonwealth proposes to use revenues for debt service and pay-go expenses for specific transit capital improvements, with a current focus on the Long Bridge but allow for future opportunities for improvements related to improving Metrorail passenger throughput at Rosslyn.
- The Commonwealth proposes to preserve a minimum payment of \$10 million per year plus a 2.5% annual escalation to NVTC for the multimodal program as well as an additional \$5 million per year once the I-66 Outside the Beltway becomes operational in 2022.
- NVTC Commuter Choice projects would also see some relief on restrictions for the use of these funds for transit operations whereby projects that perform could receive funding for operations at the discretion of the Commission, removing a step-down schedule for receiving operating assistance.
- It would also extend the cap on the percent of funds available for operating assistance to be no more than 50% over a now, longer, nine-year time horizon.

Chair Cristol introduced Deputy Secretary of Transportation Nick Donohue, who is present to answer Commissioners' questions. Deputy Secretary Donohue again stated that the Commonwealth takes very seriously its relationship with NVTC. The Commonwealth's agreement with CSX will allow VRE to expand 75% on the Fredericksburg Line, as well as provide permanent access to the rail right-of-way, which is something new.

Deputy Secretary Donohue stated that the amended MOA will impact the Commuter Choice program, but the Commonwealth has worked diligently with NVTC to continue to have a revenue stream for a robust Commuter Choice program for the I-66 corridor.

Deputy Secretary Donohue explained that there is pending legislation in the omnibus transportation bills (HB1414 and SB890) that would authorize the Commonwealth to issue debt for the Long Bridge project as well as future Rosslyn Metro Station improvements.

Mr. Letourneau stated that one of his goals was to see a structure to revisit Rosslyn improvements in the future and Deputy Secretary Donohue confirmed that the opportunity to fund this project does exist for the future. Mr. Letourneau also asked about any potential bond validation suit. Deputy Secretary Donohue stated that after additional discussions with internal and external legal counsel, the Commonwealth has full confidence that the funds as outlined in the new MOA and the legislation can be used for the Long Bridge.

Mr. Letourneau reminded the Commission that he had also expressed concerns that although the Long Bridge project will take cars off of I-66 and provide a benefit to I-66 users, those in the Dulles Corridor don't have access to VRE. He will continue to remind the Commission that when determining how Commuter Choice funds will be used, that it will be important to fund projects that are important to those Dulles Corridor users. He recognizes that the Long Bridge project is a very important regional project and he will support the amended MOA.

Mr. Duncan expressed Falls Church's appreciation for the efforts to address some of the city's concerns raised by Mr. Snyder during earlier meetings. He stated that Falls Church's contribution to the cause is to get as many people to walk, bike, ride a bus or Metrorail, so that they can clear the roads for those drivers coming from farther out suburbs. Any resources to do that are appreciated and helpful. The Falls Church City Council discussed this at its last meeting and is comfortable with the proposed amendments. He thanked NVTC staff for working with city staff to address the city's concerns.

Ms. Palchik asked about some possible misinformation that the public may have and asked for confirmation that approval of the amended MOA does not indicate either support for or implementation of reverse tolling on I-66. Deputy Secretary Donohue stated that the MOA solely deals with the allocation of toll revenues and does not endorse, implement or speak to reverse tolling. Any action on tolling is taken very seriously and involves an extensive process of analysis, dialogue with partners, public outreach, etc.

Chair Cristol thanked Deputy Secretary Donohue and DRPT Director Mitchell for this deliberative process and especially thanked Ms. Mattice and her staff, as well as legal counsel, for their hard work on the MOA. She also thanked Mr. Letourneau and Mr. Duncan for their representing their jurisdictions, who may not benefit immediately from these changes, but can see the value to the region.

Mr. McKay moved, with a second by Ms. Garvey, to approve Resolution #2402, which approves the amendments to the 2017 Amended and Restated Transform66 Inside the Beltway Project Memorandum of Agreement (MOA). (A copy of the resolution is attached.)

Mr. McKay thanked the team who worked on this. He stated that NVTC is a place for regionalism and this is a perfect example. It does not benefit everyone the same way, but ultimately the Long Bridge is very important to the region. He thanked those that worked hard to get the Rosslyn element included, which is vital for future Metro expansion.

The Commission then voted on the motion and it passed unanimously. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Report from the Chair of the Legislative and Policy Committee

Mr. Meyer, chair of the Legislative and Policy Committee, stated that staff has been working hard to review the legislation introduced during the General Assembly Session. NVTC staff continues to work with jurisdictional staff, including the Management Advisory Committee (MAC), which will meet on January 21st to review the current legislation. He asked staff to provide the Commission with an update.

Mr. Smith conveyed a message provided by NVTC's Legislative Liaison Aimee Perron Seibert, who is down in Richmond monitoring legislation for NVTC. Her message provides an overview of the General Assembly Session, which had a rather bumpy start, as to be expected with completely new leadership in the House and the Senate. That means new committee and subcommittee chairs, all at the same time as an approximate 40% increase in the number of bills drafted and filed. The pace has been quick with a focus on the big Democratic priorities taking center stage, such as firearm safety and passage of the Equal Rights Amendment.

Mr. Smith stated that NVTC is monitoring legislation that affects funding for transit or tax changes, including a bill that would legalize marijuana with a portion of revenues for transportation; a bill with changes to the grantor's tax and hotel occupancy tax for NVTA and WMATA; and a bill that would allow employers to claim their employees' transit commuter benefits as a tax deduction. There are also six bills regarding peer-to-peer vehicle rentals, which are like Airbnb for cars where an individual can rent their personal vehicles to others through an app on their phone. Peer-to-peer vehicles are considered to be rental cars and taxed like rental cars and are subject to a 10% tax on the fee, and a portion of the rental tax supports dedicated funding for WMATA. Four of the bills maintain the status quo and consider peer-to-peer vehicles the same as rental cars and the other two bills would reduce the 10% tax amount.

Mr. Smith stated that there are bills that would affect toll revenues on I-66 and I-395. One bill proposes an income tax deduction for tolls and another bill proposes reverse tolling for I-66 Inside the Beltway with the toll revenue going to NVTA.

Mr. Smith stated that there are several bills related to WMATA, including a bill on who can pay the grantor's tax (buyer or seller); a bill introduced by Senator Ebbin which would change the due date for NVTC's Report on the Performance and Condition of WMATA; as well as a bill that was introduced yesterday that would make exceptions to the 3% WMATA operating cap.

Mr. Smith concluded by noting that the last day to introduce legislation is January 17th. Key dates include Crossover Day on February 11th, “Budget Sunday” on February 16th, and the final day of Session is March 7, 2020.

Chair Cristol asked Ms. Mitchell and Deputy Secretary Donohue to provide an overview of the omnibus transportation bills (HB1414 and SB890) and how they impact transit funding. Ms. Mitchell stated that the legislation includes \$50 million in dedicated state funding for the PRIIA match for WMATA and additional revenue for transit. Deputy Secretary Donohue also discussed the proposed increase in the gas tax and other elements of the legislation.

Ms. Mitchell stated that the omnibus bill would establish a Virginia Passenger Rail Authority modelled after the Virginia Port Authority and the Virginia Space Port Authority. Since the Commonwealth will now own rail assets as part of the CSX agreement, including 325 miles of track and 250 miles of right-of-way across the state, it is important to create such an entity to manage these assets. This would be the entity that would enter into agreements with VRE and Amtrak for operating service but would not be an entity that directly operates rail service. It would not change the governance structure of VRE. VRE could also continue to apply for transit funding through DRPT like it does today. Ninety-one percent of a new Commuter Rail Fund would go to the rail authority, with the remainder going to DRPT for rail programs. Ms. Mitchell reviewed the proposed membership of the Virginia Passenger Rail Authority, which would include 10 members:

- Four voting members from Northern Virginia (NVTC and PRTC jurisdictions)
- Two voting members from Richmond
- One voting member from Hampton Roads
- One voting member from the western part of Virginia
- DRPT Director would serve as the chair, but only vote in event of a tie
- One non-voting ex-officio member from Amtrak

Ms. Mitchell stated that the Commonwealth Transportation Board would still have the role of reviewing the Virginia Passenger Rail Authority’s operating budget and approving its capital budget.

Mr. McKay asked for more information on the methodology about funding for transit for low income incentive programs. He stated that he wants to make sure the legislation recognizes the regional differences, how “low income” is defined, and what parameters will be included. Ms. Mitchell stated that this is good feedback.

Mr. McKay observed that Northern Virginia has done fairly well in state transit funding and wants to make sure the region is not being disadvantaged with a “proportional share.” He wants assurance that it is not transferring revenues already coming to Northern Virginia to other parts of the state. Ms. Mitchell stated that the allocation would be that Northern Virginia would receive 46%, Hampton Roads 30%, Richmond 20%, and Roanoke 4%. Mr. McKay also expressed concern that there wasn’t enough state funding for the restoration of NVTA funding. He hopes this piece gets fixed and noted that there may be other pieces of legislation addressing funding for NVTA.

In response to a question from Mr. Storck, Ms. Mitchell reviewed some of the specific rail projects along the I-95 corridor which are planned and will result in a dedicated passenger rail track from Lorton into the District. DRPT is working with Fairfax County on improvements to the rail bridge over Route 1.

Mr. Dorsey asked about the methodology of reducing the grantor's tax and changes in the gas tax and how the indexing relates to sustainability, especially in relation to climate change. Deputy Secretary Donohue stated that the legislation calls for decreasing the grantor's tax from \$0.15 per \$100 to \$0.10 per \$100 in NVTC jurisdictions, which reduces revenues to WMATA capital fund by \$15 million, but this is offset or made whole by an increase in the transient occupancy tax from 2% to 3% in NVTC jurisdictions. Legislation also includes a separate grantor's tax within the Northern Virginia Transportation Authority. The increase in the gas tax would bring Virginia closer to the national average and be competitive with its peers, but under the national average and lower than its neighboring states. It would be a phased-in approach.

Mr. Dorsey expressed his concern that the proposed legislation is leaving some resources off the table. He encouraged broader thinking about gas tax besides just trying to reach the national average. There is such a range in gas tax across the country and even after this legislation Virginia won't even be in striking distance of states like Indiana, Pennsylvania, California and Florida where they are in the 70-cents per gallon tax range.

Mr. Aguirre asked about the bill that would change the 3% WMATA operating cap. Ms. Mitchell stated that DRPT does not have a position on this at this time. Deputy Secretary Donohue stated that he assumes Mr. Aguirre is referring to the Watts/Delaney bill and the Commonwealth is still reviewing the bill. Ms. Mattice stated that NVTC staff is continuing to review the legislation, which will be discussed at MAC next week, but it is her understanding the bill would add exceptions to the 3% cap so that if the WMATA Board approves additional service it would be excluded in the 3% cap. Mr. McKay expressed concern that the legislation reads like it is changing the 3% cap, but it would actually change the criteria for determining what gets counted as part of the 3% cap. He expressed his opinion that the 3% cap is important for the jurisdictions and he would not like to see the 3% cap changed, but he is open to what elements make up the 3% cap. Mr. Dorsey observed that the Watts/Delaney bill generally is consistent with what WMATA originally envisioned for a 3% cap.

Mr. Meyer stepped out of the room.

DRPT Report

DRPT Director Mitchell stated that she had nothing to add to her written report and encouraged Commissioners to read it.

DRPT Director Mitchell and Deputy Secretary of Transportation Donohue left the meeting at 8:53 P.M.

Washington Metropolitan Area Transit Authority

Report from the Chair of the NVTC WMATA Committee. Chair Cristol asked newly appointed NVTC WMATA Committee Chair Matt Letourneau to give his report. Mr. Letourneau reported that the NVTC WMATA Committee met on December 18th and discussed WMATA's proposed FY2021 budget and reviewed a draft letter of comments. The committee recommends Commission approval of the letter to send to WMATA. He explained that the letter does not necessarily capture all the concerns about proposed bus changes and he encouraged the jurisdictions to actively participate in the budget process and provide their comments. The letter expresses concern that Virginia is paying more and getting less and in general does not like WMATA policies that punish long distance riders.

Mr. McKay observed that the letter does not address parking issues. Mr. Letourneau stated that the WMATA budget did not make changes in parking. Ms. Garvey expressed her concern that WMATA is not being transparent on how they are deciding to cut specific bus routes. Mr. Letourneau explained that WMATA is looking at dividing the total number of bus routes to be cut equally (one-third each) between the District of Columbia, Maryland and Virginia. However, that means some routes performing well in Virginia may possibly get cut. Mr. Letourneau stated that WMATA is planning to provide greater analysis on how they arrived at the list of bus route cuts.

Mr. Walkinshaw expressed concern that one of the routes identified was impacted by the Cinder Bed strike as well as a decline in on-time performance prior to the strike. He expressed his concern that WMATA should not use ridership data before and during the strike to determine if this route should be cut. Chair Cristol asked staff to follow-up with WMATA staff on what data was used to make these decisions. Mr. Smedberg also noted that there are several Arlington routes that are impacted. Mr. Dorsey stated that there is a harder question because the cuts are the result of a WMATA policy decision.

At 9:02 P.M. Mr. Meyer returned to the meeting.

Mr. Letourneau moved, with a second by Mr. Dorsey, to authorize the chair to send the letter to WMATA.

Mr. Aguirre asked about weekend fare/passes. Mr. D'huyvetter stated that the letter is silent on weekend fares since there was not jurisdictional consensus on the issue. He stated staff can work with jurisdictional staff to draft additional comments.

Mr. Letourneau amended his motion to authorize the chair to send the letter to WMATA and to authorize the NVTC WMATA Committee to send an additional letter on docket items in the budget based on jurisdictional input. As the seconder of the original motion, Mr. Dorsey agreed to the amendment. The Commission then voted on the amended motion and it passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Report from Virginia WMATA Board Members. Mr. Smedberg updated the Commission on WMATA Board actions and activities. The WMATA Executive Committee received audit reports from the Inspector General, including an audit of Metrorail station cleaning. The Board is confident that WMATA management is moving in the right direction to fix the problems. Mr. Smedberg stated that more information about reporting data for each audit can be found on WMATA's website and he also noted that the Virginia WMATA Board members provide regular updates to the NVTC Executive Committee.

Mr. Smedberg highlighted the public hearing on the FY2021 WMATA budget. The public docket includes all fare proposals and service changes. He reviewed some of the changes the WMATA Board made to the budget document. There are a range of options for public comment.

Mr. Smedberg also reported that the WMATA Board endorsed the Bus Transformation Study recommendations, goals and strategies. NVTC jurisdictions have been able to be a part of these extensive discussions. Lastly, he noted that the Safety and Operations Committee discussed the unresolved issues with the Silver Line Phase 2 project. There were 12 major issues identified, including four that have been resolved to the satisfaction of WMATA staff and four are currently being addressed and four are pending. There is a software issue that has been added to the list and still is in the gathering information phase. The unresolved issues are delaying the acceptance of the project and WMATA has made it clear that it will not accept the project until the problems are addressed.

Mr. Letourneau stated that Fairfax and Loudoun counties are construction partners in the Silver Line Phase 2. He expressed his appreciation that WMATA is putting on the pressure to get these issues resolved. There is some disagreement about the remediation of the concrete panel issue. The Inspector General is considering recommending inspections every three months. Mr. Smedberg clarified that the Inspector General's office will bring a formal report to the WMATA Board in February. In his view, it will be difficult to make the April 2020 deadline the Metropolitan Washington Airports Authority (MWAA) has announced for turning the system over to WMATA. Mr. Dorsey clarified that the April 2020 deadline is MWAA's and not WMATA's.

In response to a question from Mr. Meyer, Mr. Dorsey provided more information about the concrete issue and the sealant that is recommended as a solution. It will be important to monitor this, and the recommendation is for inspections every three months to catch any issues before they turn into structural problems. Mr. Smedberg also noted that the WMATA Board decided to take the Silver Line Phase 2 project out of the budget, although the Board did see budget projections for the project.

Virginia Railway Express (VRE)

VRE CEO Report. Acting VRE CEO Rich Dalton gave his report. He reported that systemwide VRE on-time performance for the month of December was 85%. He reviewed some of the reasons for delays, including train congestion and medical emergencies. Ridership for the month of December was 15,126 daily trips. Traditionally VRE sees lower ridership in December.

Chair Cristol asked Ms. Bennett-Parker, who will serve as the incoming VRE Operations Board Vice-Chair for 2020, to introduce the VRE action item.

VRE FY2020 Revised and FY2021 Recommended Budgets. Ms. Bennett-Parker stated that the Commission is being asked to approve Resolution #2403 to adopt and refer the budgets to the jurisdictions. The resolution also authorizes the executive directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding.

Ms. Bennett-Parker explained that the recommended FY2021 VRE Operating and Capital Budget totals \$163.9 million. The budget is balanced, with no funding gap, and with all projected uses of funding in FY2021 supported by reasonably expected sources of funding. The FY2021 budget includes a 3% increase in total jurisdictional contribution and no changes to passenger fares. Average daily ridership of 18,900 is expected to result in projected annual fare revenue of \$44.1 million. The recommended FY2021 operating budget of \$91.4 million (which includes \$6.2 million in debt-related expenses) represents an increase of \$2.2 million or 2.4% over the FY2020 operating budget. The FY2021 operating budget also includes funding for five new VRE positions. These positions are critical for managing VRE's expanded capital and lifecycle maintenance programs and for ensuring continued high-quality customer service.

The FY2021–2026 Capital Improvement Program (CIP) is an integrated set of projects and programs that will improve passenger safety and operational efficiency, maintain the VRE system in a state of good repair, and expand capacity. The six-year CIP includes both fully- and partially funded projects. Given current cost estimates, full funding of the projects in the FY2021–2026 CIP (including all costs to complete) will require approximately \$836 million. Of this total, \$729 million (87%) is already committed from a range of federal, state, regional, and local sources (this includes life-to-date funding through FY 2020).

Ms. Bennett-Parker announced that following the results of the VRE Master Agreement Survey, Fairfax County was eligible for another VRE Operations Board member. NVTC appointed Mr. Storck to the VRE Operations Board earlier in the Agenda. She welcomed him to the VRE Operations Board.

Ms. Bennett-Parker moved, with a second by Mr. Aguirre, to approve Resolution #2403 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

2020 VRE Operations Board Officers. Chair Cristol noted that the following slate of officers approved at the VRE Operations Board December 20th meeting:

Chair:	Gary Skinner (PRTC)
Vice-Chair:	Elizabeth Bennett-Parker (NVTC)
Secretary:	Jeanine Lawson (PRTC)
Treasurer:	James Walkinshaw (NVTC)

Installation of the 2020 VRE Officers will occur at the January 17, 2020 VRE Operations Board Meeting.

NVTC Transit Resource Center

Ms. Mattice explained that NVTC's Transit Resource Center is the umbrella effort that provides technical assistance to member jurisdictions; collects, analyzes, and reports data from all NVTC's programs; manages the Envision Route 7 Bus Rapid Transit (BRT) project; and supports coordination with other regional transportation organizations. The Commission is being asked to approve an application to DRPT to fund Phase IV-1 of the Envision Route 7 Bus Rapid Transit (BRT) project. Resolution #2404 would accomplish this.

Ms. Mattice stated that the goal of the Envision Route 7 BRT Phase IV-1 Mobility Analysis Study is to evaluate and determine the mobility benefits and impacts resulting from the proposed BRT from Tysons to Seven Corners. Future analysis during Phase IV-2 of the Mobility Analysis Study will examine the segment from Seven Corners to the Mark Center.

Ms. Mattice stated that Phase IV-1 is estimated to cost approximately \$560,000 and will take approximately 12 to 18 months to complete. If the grant application is approved, NVTC staff will return to the Commission 1) to seek authorization to release the Phase IV-1 study Request for Proposals (RFP) and 2) to seek authorization for the executive director to award a contract for consultant services. Partnering jurisdictions will provide the local match.

Mr. Duncan moved, with a second by Ms. Palchik, to approve Resolution #2404 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reviewed the New Commissioner Orientation, refreshed website, and other activities of staff over the last month, including an all-day staff retreat. Upcoming events include the VRE Operations Board meeting on January 17th, Virginia Transit Association Legislative Day on January 27th, Virginia Association of Counties/Virginia Municipal League Legislative Day on February 6th, and the League of Women Voters 100th Anniversary luncheon on February 12th. She reminded Commissioners that there is no February NVTC meeting and the next meeting will be on March 5, 2020.

Mr. Aguirre thanked NVTC staff for their participation in the Potomac Yard groundbreaking event, which is a very important project to Alexandria and the region.

Adjournment

Without objection, Chair Cristol adjourned the meeting at 9:36 P.M.

Approved this 5th day of March 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer



RESOLUTION #2400

SUBJECT: Selection of NVTC Representatives to Various Boards

WHEREAS: NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE) and the Virginia Transit Association (VTA);

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January meeting and some may not be ready with recommendations for appointment to various boards; and

WHEREAS: Secretary Shannon Valentine has designated Paul C. Smedberg to be the Secretary's designee on NVTC and the WMATA Board, which became effective January 1, 2019 with the term expiring January 4, 2022.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2020 and their recommendations for members of the various boards:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-04-2022

Christian Dorsey
(NVTC Appointee)
Term expires 01-05-2021

Alternates

Walter Alcorn
Term expires 01-04-2024

Matthew F. Letourneau
Term expires 01-03-2023

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2020 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Walter Alcorn
Daniel G. Storck
James Walkinshaw
Katie Cristol
Elizabeth Bennett-Parker

Alternates

Jeffrey C. McKay

Libby Garvey
Canek Aguirre

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2020 and their recommendations for members of the various boards:

Virginia Transit Association Board:

Principals

David F. Snyder

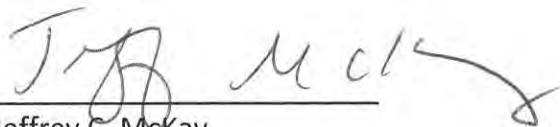
Katherine A. Mattice

Alternates

Katie Cristol

Elizabeth Bennett-Parker

Approved this 16th day of January 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2401

SUBJECT: Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable Jeffrey C. McKay has been elected secretary-treasurer of NVTC for 2020; and

WHEREAS: NVTC desires that the person holding the office of secretary-treasurer be designated as an official signatory as well as a pension trustee.

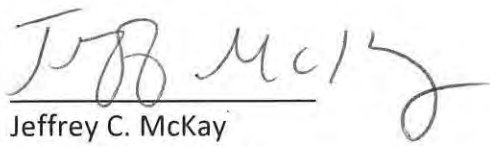
NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby selects the following persons to serve as NVTC signatories (who are eligible to sign individually for any transaction of less than \$5,000 and with one other signatory for transactions of \$5,000 or greater):

Hon. Jeffrey C. McKay	Secretary-Treasurer
Katherine A. Mattice	Executive Director
Scott C. Kalkwarf	Director of Finance and Administration

BE IT FURTHER RESOLVED that the individuals listed above shall serve as NVTC employees' pension trustees, with the addition of NVTC's Comptroller Colethia Quarles.

Approved this 16th day of January 2020.


Katie Cristol
Chair


Jeffrey C. McKay
Secretary-Treasurer



The final MOA will be attached after it is signed by all parties

RESOLUTION #2402

- SUBJECT:** Authorize the Executive Director to Execute the Second Amended and Restated MOA to the Memorandum of Agreement Transform66: Inside the Beltway Project
- WHEREAS:** The *Transform66: Inside the Beltway Project* consists of dynamic tolling, conversion from HOV-2 to HOV-3, transit service, technology upgrades and infrastructure improvements to increase the number of people traveling in the corridor; and an evaluation of project effectiveness on I-66 and its related arterials;
- WHEREAS:** In 2015, Virginia Secretary of Transportation Aubrey Layne designated NVTC as the regional authority to identify and facilitate the delivery of the multimodal components of this project to maximize the transportation benefits of this project, as measured by the number of persons that are able to travel through the corridor;
- WHEREAS:** In January 2016, NVTC and the Commonwealth of Virginia entered into a Memorandum of Agreement (MOA) allowing NVTC to use toll revenues from I-66 Inside the Beltway to fund multimodal components that support the toll payers of this facility;
- WHEREAS:** In October 2016, NVTC and the Commonwealth of Virginia amended and restated the MOA to remove references to the use of tolls for widening the facility; modify language to enhance the credit-worthiness of the toll revenues; clarify the use of funds for transit operations; and address technical corrections identified by the Commonwealth, NVTC staff and NVTC jurisdictions;
- WHEREAS:** The Commonwealth has identified two projects that support the movement of people along the I-66 Inside the Beltway Corridor and satisfy the requirements for use of toll revenue by benefitting the toll paying users of I-66, which projects are a new bridge structure that crosses the Potomac River to expand the capacity for commuter and intercity passenger rail service and new Metrorail-related improvements to, and serving, the Rosslyn Metrorail Station that would facilitate the movement of passengers and relieve train congestion on the Blue, Orange, and Silver Metrorail lines;
- WHEREAS:** NVTC and the Commonwealth continue to recognize that transit operations along I-66 provides the most beneficial option for moving more people through the corridor; and
- WHEREAS:** NVTC seeks to ensure there is a minimum guaranteed funding available from the toll revenues to support at least a \$15 million/year with an annual 2.5% escalation multimodal Commuter Choice program administered by NVTC through the life of the agreement.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director to execute the attached Second Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project, subject to final review by legal counsel, and such further nonsubstantive modifications as may be approved by the executive director in consultation with legal counsel.

Approved this 16th day of January 2020.



Jeffrey C. McKay
Secretary-Treasurer

Katie Cristol
Chair



RESOLUTION #2403

- SUBJECT:** Adopt and Refer the Amended FY2020 and Recommended FY2021 VRE Operating and Capital Budgets to the Jurisdictions
- WHEREAS:** The Virginia Railway Express (VRE) Master Agreement requires the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) (the "Commissions") be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year;
- WHEREAS:** The VRE Acting Chief Executive Officer has provided the VRE Operations Board with the recommended FY2021 Operating and Capital Budget within the guidelines developed in cooperation with the staff representatives of the local jurisdictions;
- WHEREAS:** The FY2021 budget recommends no change to current passenger fares, including the Amtrak Step-Up fare;
- WHEREAS:** The FY2021 budget recommends a 3% increase in the jurisdictional subsidy contribution over the FY2020 level, to a total amount of \$18,300,780, with allocation to the individual jurisdictions in accordance with the VRE Master Agreement and utilizing the results of the October 2019 Master Agreement Survey;
- WHEREAS:** VRE staff recommends a budget based on a service level of 32 daily revenue trains and average daily ridership of 18,900 trips;
- WHEREAS:** VRE staff recommends a budget that includes five new full-time positions to support VRE's expanded capital and lifecycle maintenance programs and to ensure continued high-quality customer service;
- WHEREAS:** the VRE Operations Board authorized the Acting Chief Executive Officer, following adoption of the FY2021 Operating and Capital Budget by the Commissions, to initiate recruitment and hiring activities for the five new VRE employee positions prior to the start of the fiscal year on July 1, 2020;
- WHEREAS:** The VRE Operations Board authorized the Acting Chief Executive Officer to continue discussions with the Department of Rail and Public Transportation and other agencies of the Commonwealth regarding a potential contribution of Commuter Rail Operating and Capital funds to a broader funding package for the proposed Long Bridge expansion project, which may include both direct contributions and the issuance of debt backed by Commuter Rail Operating and Capital funds, and with any formal agreement regarding the commitment of such funds requiring the recommendation of the VRE Operations Board and the approval of the Commissions, and the approval of the individual jurisdictions if any debt is to be issued; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY2021 VRE Operating and Capital Budget in the following amounts and forwards this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$ 91,387,287
Capital Budget	<u>72,507,750</u>
Total Operating and Capital	\$163,895,037

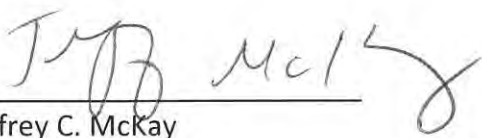
BE IT FURTHER RESOLVED that NVTC adopts the amended FY2020 VRE Operating and Capital Budget in the following amounts:

Operating Budget	\$ 90,439,906
Capital Budget	<u>67,681,751</u>
Total Operating and Capital	\$158,121,657

BE IT FURTHER RESOLVED that NVTC authorizes the executive directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY2020 and FY2021.

BE IT FURTHER RESOLVED that NVTC authorizes its executive director to submit to the Commonwealth the approved budget as part of the FY2021 state aid grant applications.

Approved this 16th day of January 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2404

SUBJECT: Approve the FY2021 State Transit Assistance Application to DRPT for the Envision Route 7 Bus Rapid Transit (BRT) Phase IV-1 Mobility Analysis Study

WHEREAS: NVTC led Phases I through III of the Envision Route 7 project established a preferred alignment between Tysons and Mark Center, and identified bus rapid transit (BRT) as the preferred mode;

WHEREAS: NVTC continues to work closely with the jurisdictions that would benefit from BRT service and support implementation and operation of the service, including the counties of Arlington and Fairfax and the cities of Alexandria and Falls Church;

WHEREAS: NVTC has developed a scope of work and budget for Phase IV-1 and has coordinated with jurisdictional partners to provide the local match for a Virginia Department of Rail and Public Transportation (DRPT) Technical Assistance grant;

WHEREAS: NVTC staff will continue to engage jurisdictional staff and stakeholders throughout Phase IV-1 to ensure consistency with jurisdictional priorities, policies, and relevant plans; and

WHEREAS: Phase IV-1 will develop a detailed traffic simulation model for a segment of the Envision Route 7 corridor, specifically between Tysons and the Seven Corners area.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director, or her designee, for and on behalf of NVTC:

- 1) To submit an application to DRPT for Technical Assistance for the Envision Route 7 project in the amount of \$560,000, anticipating that DRPT will provide 50% and a local match of 50% will be provided by Fairfax County, Arlington County, the City of Alexandria, and the City of Falls Church;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded;
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request; and
- 4) To secure the required local match from the participating NVTC jurisdictions.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 16th day of January 2020.


Jeffrey C. McKay
Secretary-Treasurer


Katie Cristol
Chair