

**MINUTES**  
**NVTC COMMISSION MEETING – MARCH 5, 2020**  
**FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Cristol at 7:02 P.M.

**Members Present**

Canek Aguirre  
Walter Alcorn  
Katie Cristol  
John Foust  
Libby Garvey  
Jeff McKay  
David Meyer  
Jennifer Mitchell (Alternate, Commonwealth of Virginia)  
Dalia Palchik  
Paul Smedberg  
David Snyder  
Dan Storck (Alternate, Fairfax County)  
James Walkinshaw

**Members Absent**

Elizabeth Bennett-Parker  
Adam Ebbin (Senator Ebbin absent during General Assembly Session)  
Matt Letourneau  
Michael Turner

**Staff Present**

Kate Mattice, Executive Director  
Matt Cheng  
Andrew D’huyvetter  
Matt Friedman  
Allan Fye  
Dinah Girma  
Dan Goldfarb  
Patricia Happ  
Scott Kalkwarf  
Tenley O’Hara  
Ben Owen  
Zach Smith  
Brittany Sumpter  
Jae Watkins  
Steve Maclsaac  
Rich Dalton (VRE)  
Joe Swartz (VRE)

### Opening Remarks

Chair Cristol welcomed everyone to the March 5 meeting. She reviewed the highlights and action items for the meeting.

### Minutes of the January 16, 2020 NVTC Commission Meeting

Mr. McKay moved, with a second by Mr. Aguirre, to approve the minutes of the January 16, 2020 meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, McKay, Smedberg, and Walkinshaw. Mr. Foust and Mr. Snyder abstained.

### Consent Agenda

Chair Cristol stated that the Commission is asked to approve the following Consent Agenda:

- A. Approve a Resolution of Commendation for David LaRock on His Departure from NVTC
- B. Approve a Resolution of Commendation for Christian Dorsey on His Departure from NVTC
- C. Approve Resolution #2405: Approve the FY2021 State Transit Assistance Applications to DRPT
- D. Approve Resolution #2406: Authorize the Executive Director to Apply to DRPT for Summer 2020 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match
- E. Authorize the Executive Director to Award the Contract for Creative Services

Mr. Aguirre moved, with a second by Mr. Alcorn, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, Foust, McKay, Smedberg, Snyder and Walkinshaw.

Chair Cristol noted that Mr. Dorsey and Delegate LaRock recently departed NVTC and, on behalf of the Commission, she wanted to recognize their service. She stated that Delegate LaRock completed his appointment to NVTC in January. He served on NVTC from 2015 through January of this year. Delegate LaRock was a passionate contributor to debate and discussion at the Commission on behalf of his constituents.

Chair Cristol then recognized Christian Dorsey's service on NVTC and the WMATA Board of Directors. Mr. Dorsey joined NVTC in 2016, quickly taking on leadership roles within the Commission, serving on both NVTC's Executive Committee and WMATA Committee. Most notably, when NVTC reimagined its approach to appointing directors to the WMATA Board in 2018 and appointed Mr. Dorsey as a principle WMATA director, he embraced this new role of "regional board member" setting a model for regional engagement and collaboration that will forever shape how NVTC engages on the WMATA Board. This regional approach was evident in many actions at the WMATA Board during his tenure. Mr. Dorsey assured multi-jurisdictional representation during WMATA's budget development process, collaborated with WMATA to

provide the jurisdictions with more detail on Capital Improvement Program spending, and guided conversations on Loudoun County's participation in WMATA's subsidy allocation formula.

Chair Cristol noted that the resolutions of commendation and awards will be sent to Mr. Dorsey and Delegate LaRock. She also stated that Arlington County will be appointing Arlington County Board Member Matt de Ferranti to NVTC hopefully later this month. She introduced Mr. Ferranti, who was sitting in the audience.

Ms. Palchik arrived at 7:09 P.M.

#### NVTC Appointments to the WMATA Board of Directors and Chair of the NVTC WMATA Committee

Chair Cristol stated that following Mr. Dorsey's departure from the WMATA Board, NVTC needs to appoint a new Principal Director to the WMATA Board of Directors. The recommendation is to appoint Matt Letourneau to the principal director role and Canek Aguirre to an alternate director role. Resolution #2407 appoints and confirms the following appointments to the WMATA Board of Directors:

#### **WMATA Board of Directors:**

##### Principals

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

Matthew F. Letourneau  
(NVTC Appointee)  
Term expires 01-03-2023

##### Alternates

Canek Aguirre  
Term expires 01-05-2021

Walter Alcorn  
Term expires 01-04-2024

Chair Cristol also noted that NVTC's By-Laws govern committee chairmanship and membership, which directs the chair of the NVTC WMATA Committee be selected from one of the two alternate directors appointed by the Commission to the WMATA Board. As Mr. Letourneau can no longer serve as chair of the NVTC WMATA Committee, it is recommended that Mr. Aguirre serve as the chair. Resolution #2407 also confirms this recommendation. The NVTC WMATA Committee membership will be as follows:

#### **NVTC WMATA Committee**

Chair, WMATA Alternate Member, Canek Aguirre  
WMATA Principal Member, Matt Letourneau  
WMATA Principal Member, Paul Smedberg  
WMATA Alternate Member, Walter Alcorn

Commission Members:

*(drawn from member jurisdictions in a representative manner)*

City of Falls Church, David Snyder  
City of Fairfax, David Meyer  
Arlington County, vacant

Mr. McKay moved, with a second by Mr. Smedberg, to approve Resolution #2407 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, Foust, McKay, Palchik, Smedberg, Snyder and Walkinshaw.

### Washington Metropolitan Area Transit Authority

Presentation by the Bus Transformation Team. Chair Cristol provided some background information for new Commissioners. She stated that WMATA embarked on a major effort about 18 months ago to reimagine bus transit in the Washington, DC region. While the project was led by a consulting team hired by WMATA, it did focus on improvements to the bus network as a whole – including local transit services. This effort has assembled a number of ideas that seek to improve the overall bus transit experience, many of the which amplify the great work that is already underway across the NVTC region. This includes the use of dedicated lanes for BRT; the use of innovative fare products, like student transit passes; and implementing transit signal prioritization to move buses faster through traffic. She stated that the Commission appreciates the Bus Transformation Project team coming to present the Strategy report and next steps to NVTC and the ability for NVTC and local jurisdictions to participate in the large stakeholder meetings during the development of the project. Chair Cristol observed that it will be critical to make sure that the project team – and WMATA – does not forget that many changes to the regional bus network – from fare structures to bus schedules – cannot be done in isolation and that coordination needs to happen with the local transit systems. She also noted that the NVTC WMATA Committee will present a proposed resolution endorsing the study’s vision, goals, and strategy as recommended by the committee following the presentation.

Chair Cristol introduced Dalia Leven, who serves on the consulting team, as well as Allison Davis from WMATA’s Planning Office, who is in the audience and available to answer questions. Ms. Leven reviewed her presentation, which was also provided to Commissioners as a handout at the meeting, including an overview of the Bus Transformation Study and its recommendations. She stated that they are seeking endorsements from the stakeholders, regional agencies, local jurisdictions, etc. so there is support to take action on these recommendations. She noted that NVTC and its member jurisdictions have a role in leading the implementation of bus priorities, including free transfers, low-income fare products, zero emission buses and improving bus stops and shelters. NVTC can also support the restructuring of the bus system, the development and application of bus service standards, and sharing of bus operational data, as well as support for the Bus Transformation strategies.

Ms. Garvey arrived at 7:35 P.M.

Chair Cristol suggested that not only can NVTC be an implementer, but it can also be a real leader in convening, which is one of its core competencies. She asked for further clarification on the definitions of regional and non-regional service. Ms. Leven stated that the current definitions were created in 1999 and cannot be applied definitively to the current bus structure. There are also differences in how WMATA charges the local jurisdictions for regional versus non-regional bus service. At the very least, there needs to be a conversation about the actual definitions and the application of those definitions, and whether it warrants redefining those terms.

Mr. Snyder moved, with a second by Ms. Garvey, to approve Resolution #2408 which would endorse the Bus Transformation Project Vision, Goals, and Strategy.

Chair Cristol asked Mr. Aguirre, as the new chair of the NVTC WMATA Committee, if he wanted to comment. Mr. Aguirre stated that the NVTC WMATA Committee is requesting Commission approval of Resolution #2408. In June and October 2019, the full Commission sent a letter to the Bus Transformation Project Team outlining areas of support and concern. In November, the Bus Transformation Project Team released its final recommended strategies and action plan for implementation, addressing some of NVTC's concerns. In January, the WMATA Board endorsed the Bus Transformation Project at a high level and provided WMATA staff with several short-term implementation priorities. Staff from NVTC and its jurisdictions were heavily involved in drafting the WMATA Board resolution, setting the stage for a future discussion about how NVTC can stay engaged with the goals of the BTP. Mr. Aguirre stated that he hopes to discuss this further at future WMATA Committee meetings.

Mr. Aguirre stated that over the winter, the BTP team approached NVTC to seek a resolution of support for the project. At the February 19 NVTC WMATA Committee meeting, staff presented a draft endorsement resolution. The committee provided feedback and the result is the current version of Resolution #2408, which endorses the Bus Transformation Project's vision, goals and strategies and includes NVTC's shared goals of improving bus service throughout the region, creating an excellent customer service experience to retain and increase ridership, and directs WMATA staff to better coordinate with jurisdictions and local operators on key decisions regarding buses.

Mr. Alcorn stated that he supports the resolution but expressed his opinion that some of the details of the study's recommendations are high level and need more work and it is still a work in progress. Ms. Leven stated that the full report, which is available online, includes more details but she agreed that there still is a lot more work to be done.

In response to a question from Ms. Palchik, Ms. Leven stated that Recommendation X regarding a task force has been controversial and the WMATA Board has not endorsed it. There needs to be more work done on this. Ms. Mattice explained that NVTC's concern about a task force has to do with who would be represented on the task force and that local transit providers were not included in the recommended membership. She stated that to be clear, NVTC is not against a task force. Mr. Smedberg stated that there were also rumors that the WMATA Board was against a task force, which is not true. Participation by the local providers seemed to be absent and the WMATA Board felt that there needs to be some representation by the local providers.

Mr. Foust asked about who would staff the task force. Chair Cristol stated that this is a great question, but she is not sure the consultant can answer that currently. Ms. Leven stated that WMATA has asked for a white paper outlining options of what a task force might look like. Mr. Alcorn stated that he is appreciating more and more the value of NVTC and its work, and he can see NVTC playing a big role in this. Mr. McKay asked about the timeline and what NVTC needs to do to make sure local transit providers are included. Ms. Leven stated that regional stakeholders need to come together on this. Mr. McKay suggested that the Commission should

approve the resolution with the condition that local transit providers be represented on the task force and that NVTC has reiterated its position on this multiple times. Chair Cristol agreed and stated that the last whereas clause references this. Mr. McKay stated that he does not think it is clear enough and the wording needs to be more emphatic. Mr. Smedberg stated that there is a sense of urgency and once the WMATA Board is finished with the budget, the focus will turn to this. There is a concern of not having too many people on the task force, but he agreed that there needs to be representation. Mr. McKay stated that he appreciates these comments but wants to make sure that NVTC's message is very clear.

Chair Cristol asked Mr. Snyder, the maker of the motion, to amend the motion to empower the executive director to add a whereas clause about the importance of local representation. Mr. Snyder agreed. Ms. Garvey, the seconder of the motion also agreed and suggested using the words "direct representation."

The Commission then voted on Resolution #2408, with the additional direction to the executive director to add wording on NVTC's position on direct representation of the local transit providers on the task force. The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, Foust, Garvey, McKay, Palchik, Smedberg, Snyder and Walkinshaw. (A copy of the resolution is attached.)

Report from the Chair of the NVTC WMATA Committee. Mr. Aguirre reported that the NVTC WMATA Committee held its first meeting of 2020 on February 19<sup>th</sup>. NVTC staff reviewed the role and scope of the committee for both returning members and the committee's newest member, Fairfax County Supervisor Walter Alcorn.

Mr. Aguirre stated that at the January Commission meeting, the Commission approved a letter of budget comments on WMATA's proposed FY2021 budget. The Commission also authorized the NVTC WMATA Committee to send a letter of additional comments, as several new fare proposals were advertised by the WMATA Board in January. At the February 19<sup>th</sup> committee meeting, there was discussion of WMATA's FY2021 budget and review of a draft letter prepared by staff. The committee reiterated and reinforced the comments that the Commission provided in its earlier letter and added the following new comments. In addition to NVTC's previously stated concerns about a large distance-based fare increase, the letter stated NVTC's opposition to a drastic increase in the rail peak base fare (\$2.25 to \$2.50) and urged WMATA to consider fare increases tied to the Consumer Price Index. The letter also stated opposition to the Dulles surcharge since any station surcharge is not equitable and to the weekend flat fare proposals because they lose revenue. The letter also included NVTC's support of the proposed one and three-day short-trip rail passes as ways to provide incentives for weekend rail travel.

Report from Virginia WMATA Board Members. Mr. Smedberg updated the Commission on WMATA Board actions and activities. He stated that the WMATA Executive Committee accepted a report from the Office of Inspector General (OIG) summarizing their activities from July 1 – December 31, 2019. The OIG also issued six reports finding \$6.4 million in funds that are now put to better use and an additional \$5.5 million in savings.

Mr. Smedberg also reported that the WMATA Board approved a Debt Management Policy. He thanked Mr. D'huyvetter from NVTC and Mr. Roseboom from DRPT for coordinating the jurisdictional comments for a unified message from Northern Virginia.

Mr. Smedberg also reported that the WMATA Board approved a joint development agreement for the Jackson Graham Building (WMATA's headquarters). The Board approved a 99-year ground lease of the current headquarters with annual rent payments. Closing is expected by January 2023. WMATA will consolidate office space in three locations: New Carrollton, Alexandria, and the District near L'Enfant Plaza.

Mr. Smedberg also noted that the WMATA Board approved a parking fee waiver at Vienna and Dunn Loring Metrorail stations during the Summer 2020 Metro Shutdown. These parking facilities have about 7,000 parking spaces. There will be no operating subsidy impact to jurisdictions as the capital funding will be used to mitigate the revenue loss.

Mr. Smedberg reported that the WMATA Board recognized past WMATA Board member Cathy Hudgins at a recent meeting. She was first appointed to the WMATA Board in January 2004 as an alternate and then a Principal Director and was one of WMATA's longest-serving Board members until her retirement last year. Finally, the WMATA Board appointed Walter Alcorn as the Alternate Director for NVTC. Mr. Aguirre will be sworn-in in the near future.

Mr. Smedberg noted that WMATA recently extended the public comment period for the FY2021 budget to March 9<sup>th</sup> at 9:00 A.M. WMATA staff will review the public comment before the WMATA Board makes any decisions on the budget.

Mr. Smedberg stated that since Mr. Letourneau was not able to attend tonight's meeting, he provided a written report for Commissioners to read. Mr. Smedberg also reported that the OIG just released late today the interim report on the Silver Line Phase 2.

Chair Cristol stated that of interest to Arlington County is the East Falls Church bike storage issue and preserving some of the bus routes that have been proposed for elimination. Mr. Smedberg gave some more information on the bike rack issue and expects there to be resolution soon.

Mr. Foust noted that the NVTC WMATA Committee letter to WMATA was printed on NVTC letterhead. He asked if the committee had the authority to send the letter. Chair Cristol stated that the Commission at its January meeting authorized the committee to send the letter on behalf of the Commission. Without that expressed delegation, the committee would not have put it on NVTC letterhead. Mr. Foust asked about ratification by the Commission. Mr. Maclsaac responded that the Commission could certainly ratify it but the delegation of authority to send the letter was sufficient, especially in light of the explicit direction of the content.

Ms. Garvey asked if WMATA has any information on the bike storage issue so she can direct her constituents to the correct information. Mr. Smedberg stated that he is not aware of any online information but noted that the work just needs to be completed. Ms. Garvey expressed her opinion that WMATA needs to provide some sort of explanation. Mr. Alcorn stated that there

have been a number of procurement reforms at WMATA over the past few years. Mr. Smedberg stated that the new team in place leading this effort is making significant progress.

Ms. Garvey stated that the some of the bus routes WMATA is proposing to eliminate are bus routes that are popular and performing well. Mr. Smedberg provided more details about the budget process. Mr. Walkinshaw stated that he assumes WMATA has a way to rank the routes, but that process has not been made public. That information would be helpful for citizens to see how certain routes compare to other routes. Mr. Alcorn observed that bus is subsidized more than rail. Mr. McKay noted that farebox recovery isn't always accurate because of the number of students and others riding free or with reduced fares on the buses.

Mr. Meyer arrived and joined the discussion.

Following Commission discussion, Chair Cristol stated that it would be helpful to get clarification on WMATA's policy of how it considers jurisdictional subsidies in terms of student fares and farebox recovery and the efficacy of the routes. Mr. McKay stated that he hopes that WMATA factors the unique circumstances and complexities of each route. Mr. Alcorn stated that there should be complete Metrobus ridership counts going forward.

Mr. Snyder stated that Falls Church will be impacted by three things: 1) the summer shutdown, 2) the March 15<sup>th</sup> parking closures at East Falls Church and West Falls Church stations with very little notice and the impact on nearby neighborhoods as well as accessibility issues, and 3) the bike rack issue at East Falls Church Station. He has repeatedly asked for the cost benefit analysis that was done to show that the most cost beneficial way to do the work proposed for the Orange Line was in fact to totally shut down major stations. These issues are interlocking and make the use of Metro service punitive to his constituents. Another issue that is important to the city is holding to the 3% subsidy cap. Falls Church is sticking to the 3% cap and he hopes WMATA will do so as well. He needs to know to what extent Northern Virginia is represented in any WMATA vote on the 3% cap and if budget items affecting Northern Virginia going thru the 3% cap will come back to NVTC for discussion before WMATA Board action is taken. Finally, he asked about where the public can go to find out about how the transit systems are responding to the COVID-19 virus. In response to track safety issues, Mr. Smedberg stated WMATA is addressing these issues. WMATA staff have been keeping NVTC staff updated on progress being made.

Chair Cristol noted that some of Mr. Snyder's questions may be able to be deferred until the April meeting when WMATA General Manager/CEO Paul Wiedefeld will attend and answer Commissioners' questions. Answers to the more urgent questions about the parking lot closures and COVID-19 can be sought by staff. Mr. Snyder stated that he does not want to wait until April for answers. Chair Cristol directed staff to follow-up with WMATA staff on these questions. Mr. Smedberg noted that WMATA is participating on a task force responding to COVID-19 and gave a brief report on WMATA's actions and preparations.

Mr. Foust noted that regarding the March 15 parking lot closures, the parking garage at West Falls Church will remain open, but all the ground parking will be closed. He stated that it is his understanding that it is for contractor staging and his opinion is that they don't need that much space. WMATA needs to be more sensitive to the issues the local jurisdictions are facing with

these closures. Parking in surrounding neighborhoods will be a real issue. Mr. Smedberg stated that the WMATA Board toured the stations and it will take quite a bit of staging for the magnitude of work being done at each station. Mr. McKay stated that he hopes WMATA has looked at overflow parking and shuttle service for these stations. Mr. Potts stated that WMATA has been working with the local jurisdictions to look at all these options. There is a call scheduled for tomorrow on how to communicate with the public. Mr. Smedberg also noted that NVTC is leading a Summer Shutdown coordination team with the local jurisdictions and transit providers. Chair Cristol suggested Falls Church and Fairfax County Commissioners reach out to their jurisdictional staff regarding these issues and NVTC staff can stand ready to help with any additional questions.

### Transit Technology Program

Ms. Mattice stated that for more than 20 years, NVTC has worked with its local providers to respond to and align with WMATA to ensure the success of its shared fare payment platform – the SmarTrip card. While the concept of a single plastic card to tap in/out of the Metrorail and bus systems seems fairly straightforward, it actually represents a huge back-end network of fare integration, revenue sharing, and – of course – both hardware and software to ensure the technology works on the rail and bus systems. With the legacy of SmarTrip at 20+ years old, the region recognizes that it's time to look for the next phase of fare technologies. Hardware and software on buses is becoming obsolete and Metrorail faregates and vending machines are operating on 20+ year old technology and mechanics.

Ms. Mattice explained that in the meantime, the invention of new digital technologies: phone and watch “apps” and chipped credit cards, along with customer expectations for integrated fare payment with trip planning and other travel modes, are putting transit agencies on the cutting edge of a new and dynamic industry. As such, NVTC has reorganized the Regional Fare Collection program to become a part of a newly named NVTC Transit Technology program. NVTC's Patricia Happ has been monitoring all of these developments and how the region can respond. She is NVTC's Technology Program Manager, who for the past several years has been leading the regional fare payment working group for NVTC's jurisdictions and serves as a key participant in the Washington DC regions fare payment efforts. She, with the support of Kimley-Horn and IBI Group, is working diligently to make sure our transit provider can align and respond to this changing environment.

Ms. Mattice asked Ms. Happ to present an overview of NVTC's Regional Fare Collection program; the status of what is happening in Northern Virginia; how transit operators are addressing immediate needs; and how they are working together to move the region forward on the next generation of fare technologies.

Ms. Happ gave her presentation to the Commission, which was also provided as a handout. She stated that NVTC is working closely with WMATA on upgrading the fareboxes and the plan is to order up to 500 upgrade kits in the next six months for the local transit systems. For the next generation fare payment, NVTC is working with WMATA and the local transit operators to find solutions. The SmarTrip system, run by WMATA, ties all the systems together so there needs to be close coordination.

Ms. Palchik asked for more information on the timeline for fare collection items. Mr. Walkinshaw asked if the region is in agreement of having one system or is there a collaborative and strategic challenge in agreeing to that goal and what it would look like for the riders and customers perspective. Ms. Mattice stated that six or seven years ago there was a collaborative goal in moving forward towards the next generation of SmarTrip. Then the technology solution imploded. Some of the transit agencies, including VRE, found that they wanted to move forward with a mobile app as WMATA continued to look for a solution for the next generation of SmarTrip. She stated that it is fair to say that there is a desire to work towards a regional solution, but local systems are also looking at their own solutions.

### Commuter Choice Program

I-66 and I-395/95 Transit Corridor Performance Report. Ms. Mattice reported that as the Commuter Choice program kicked off in December 2017, there was a recognition that there was a need to continually assess how transit is performing in the corridor. At that time, NVTC established a partnership with the Metropolitan Washington Council of Governments to collect data on the volume of traffic – single occupancy cars, carpools and vanpools, and transit – traveling along the I-66 corridor (including parallel routes). The goal of this effort was to understand if and how the introduction of tolling and the support of transit was affecting how many people and vehicles move through the corridor. As NVTC looked to start the I-395/95 Commuter Choice program, similar data counts for that corridor were collected to use as a benchmark for future analysis. Ms. Mattice stated that she was happy to announce that NVTC has published its first Commuter Choice Transit Corridor Performance Report. An Executive Summary was provided for Commissioners at their seats and the full report was included in their meeting materials.

Ms. Mattice asked Ben Owen, the Commuter Choice program manager, to talk through the major findings of the study. She also acknowledged Dinah Girma and Jae Watkins for their assistance with the report. Mr. Owen gave his presentation on the report, which reflects that more people are moving through the I-66 corridor each morning, which is consistent with the goals of the Commuter Choice program. He stated that this report will be updated on a bi-annual basis.

Mr. Alcorn asked if there is a way to determine the percentage of carpooling that comes from slugging and casual carpooling. Mr. Owen stated that they don't have that specific data but noted that each corridor (I-66 and I-395/95) has different HOV requirements. Ms. Mattice stated that there is a long history of slugging on I-395/95, but it will be interesting to see how to foster that as well along the I-66 corridor once the Outside the Beltway toll lanes open. Mr. McKay noted that the two corridors are also different on the rail configuration. He wants to make sure the baseline numbers for I-395 are correct, as I-395 users don't have a linear rail option. Ms. Mattice stated that for the report the definition of the I-66 corridor is not just the actual corridor, but people moving through the entire corridor on parallel routes (i.e. Route 29, Route 50, etc.).

I-66 Commuter Choice Round Four Program Eligibility Results. Mr. Owen reported that the I-66 Commuter Choice Round Four Call for Projects closed on January 31 resulting in 16 proposed projects to expand transportation capacity in the I-66 Inside the Beltway corridor. There is no action being requested tonight, but at the April meeting staff will present project scores to the Commission and request that the Commission authorize a public comment period via an online survey, interactive virtual town hall meetings, and a public hearing at the May meeting.

Mr. Owen reported that a total of eight jurisdictions and transit agencies submitted applications with a total I-66 Commuter Choice funding request of \$38.3 million. Staff conservatively anticipate a total of about \$25 million to be available to fund the two-year program. According to the terms of the I-66 Memorandum of Agreement (MOA), staff reviewed the applications for eligibility in collaboration with DRPT. To be eligible, a proposed project must benefit the corridor's toll payers by moving more people and expanding transportation options, among other requirements. Fifteen projects were determined to be eligible, while one was found to be ineligible. The ineligible project did not meet the strict criteria put forth in the MOA and did not demonstrate a benefit to toll payers using I-66 Inside the Beltway. Staff from DRPT, NVTC's primary Commonwealth partner in the I-66 Commuter Choice program, verified the eligibility determinations. A further application was withdrawn following discussion between NVTC and the applicant given a very small (\$12,000) I-66 Commuter Choice funding request.

Mr. Owen referred Commissioners to a handout listing the applications. Funding requests may change as NVTC staff confirm details of the proposed projects with applicants. The 14 projects under consideration in the I-66 Commuter Choice Round Four program include:

- five enhanced bus services, including renewals of service improvements funded in prior rounds;
- two rail capital improvements;
- two transportation demand management (TDM) strategies;
- one multimodal improvement project;
- one park and ride project;
- one new bus service;
- one roadway operations project; and
- one access to transit project.

Mr. Owen stated that staff intend to advance a program of projects for approval by the Commission and the Commonwealth Transportation Board (CTB) in June. Staff plan to present the draft project scores to the Program Advisory Committee (PAC) at its March 18 meeting, followed by a presentation to the Commission at the April meeting. At that meeting the Commission will be asked to authorize a public comment period. The Commission and then CTB would be asked to approve the two-year program of projects in June.

## Report from the Chair of the Legislative and Policy Committee

Mr. Meyer, chair of the Legislative and Policy Committee, stated that the committee met prior to this meeting and received a legislative update from staff. He asked Mr. Smith to give an overview of the General Assembly Session.

Mr. Smith reported that the transportation omnibus bills HB1414 and SB890 are currently in conference committee to resolve the differences between them before the Session ends. According to NVTC's legislative liaison, Aimee Perron Seibert, a compromise has been reached. When the bills went to conference, the Senate and House differed on by how much to raise the state gas tax (House = 12 cents over 3 years and Senate = 12 cents over 2 years) and then tie the gas tax to inflation. The compromise is to raise the gas tax to 10 cents over two years and it would be tied to the Consumer Price Index. The Senate proposed a new regional gas tax in localities that don't currently have it (Northern Virginia, I-81, Hampton Roads) and both sides have agreed to that. There was a lot of pushback against removing the motor vehicle safety inspections in HB1414. The compromise would maintain the annual safety inspections but reduce the cost of the vehicle registration fees. The final bill would not include the traffic safety measures proposed (seat belts, not using a cell phone while driving). HB1439 is in conference committee that would deal with those issues. The compromise also would restore \$50 million to NVTA through increases in the grantor's tax (10 cents to WMATA and 10 cents for the Congestion Relief Fund aka NVTA) and a 1% increase transient occupancy tax (hotel tax) in Northern Virginia raising about \$30 million for NVTA. The compromise also included \$20 million for NVTA from the Transportation Fund. This provision was also included in SB890.

Mr. Smith stated that when they went to the conference committee, both bills included the state match for dedicated federal funding for WMATA. Both bills would also establish a Virginia Passenger Rail Authority to own and manage rail assets. As the bills went to conference, NVTC and PRTC proposed a technical amendment for the two Commissions to be consulted when members are appointed to the Passenger Rail Authority. Both bills included a new Transit Ridership Incentive Program. Mr. Smith stated that the conferees are expected to reach a consensus soon before the Session ends.

Ms. Mitchell gave some more details about overall statewide transit funding, WMATA funding, and the transit incentive program. She stated that the good news is that there is new significant funding for transit.

Mr. Snyder thanked Governor Northam, DRPT Director Mitchell and the entire statewide team, for this legislation.

## DRPT Report

DRPT Director Mitchell stated that because of all the changes that will result from the omnibus transportation bill, DRPT will be releasing its Six-Year Improvement Program (SYIP) in May instead of April. The public hearings will be compressed into a two-week period in early May. She reported that for Smart Scale applications, the portal opened today for pre-applications. DRPT is

also reviewing all of its capital grants. At the next Commonwealth Transportation Board meeting, DRPT will be presenting on the funds already set aside to provide assistance for the upcoming Summer 2020 Metro Shutdown. The CTB approved \$3.6 million in funding last year. Those funds should be available by mid-April. She also reported that Governor Northam is closely tracking the COVID-19 virus and will be ready to adapt and support local transit systems.

Mr. Smedberg and Ms. Mitchell left the meeting at 9:02 P.M. and did not return.

### Virginia Railway Express (VRE)

Chair Cristol noted that there were no VRE action items this month. Acting VRE CEO Rich Dalton gave his report. He reported that systemwide VRE on-time performance for the month of February was 90%. He reviewed some of the reasons for delays, including train congestion and maintenance orders. Ridership for the month of February was 18,200 daily trips. VRE is coordinating on the regional and national level to address COVID-19. VRE has already been following its protocol in response to the current flu season.

Mr. Walkinshaw encouraged VRE, as it promotes service to provide alternatives to address the Summer 2020 Metro Shutdown, to convey to the public where there is available parking at VRE stations, since some station parking is at or over capacity (i.e. Rolling Road and Backlick Road stations). Mr. Dalton stated that there are plenty of parking spaces at the Burke Centre Station. There are also certain trains that are less full, so new riders need to be directed to the right stations and train times. VRE has been working with NVTC and the other regional partners on the response to the shutdown. Mr. McKay stated that he assumes the reduced parking fee for VRE passengers at the Franconia-Springfield Station could apply to other stations affected by the shutdown. Mr. Dalton stated that it would be a question for WMATA. WMATA staff stated that parking fees would be waived at stations impacted by the 2020 shutdown, the same as during the 2019 shutdown.

Chair Cristol gave a brief update on the VRE CEO search, which is now underway. The hope is to bring a candidate for approval to the Commissions at their July meetings.

### 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.

Ms. Mattice acknowledged the hard work of Dan Goldfarb and Dinah Girma on the FY2020 2<sup>nd</sup> Quarter Transit Ridership Report and the FY2020 2<sup>nd</sup> Quarter Parking Utilization Report. The Transit Ridership Report reflects the good news that overall local bus and commuter rail ridership in Virginia is trending upwards. Metrorail ridership in Virginia is rebounding and trending up following the 2019 Platform Improvement Project. She explained that staff are experimenting

with presenting the ridership and parking data in graphic form and appreciates Commissioner feedback. Several Commissioners gave positive feedback. Chair Cristol stated that she is happy to see bus ridership on the uptick.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which captures the highlights from the month of both NVTC activities as well as of other regional partners. She stated that staff are excited to debut the NVTC Annual Report - "*Advancing Transit*" NVTC in 2019. The Annual Report takes a look back at the incredible growth at NVTC from NVTC's new office and new staff and, perhaps most importantly, new projects. The year 2019 saw the expansion of Commuter Choice to the I-395/95 corridor and NVTC's significant role in coordinating the regional response to the summer shutdown of six Metrorail stations. The report also provides an update on NVTC's financial position and reviews all major programs. She acknowledged Matt Friedman for all his hard work putting this report together.

Ms. Mattice also reviewed some recent NVTC efforts, including the Virginia Transit Association's Legislative Day on January 27 and the Virginia Association of Counties/Virginia Municipal League (VACO/VML) Legislative Day on February 6. She joined other panelist on February 13 to give a presentation on Bus Rapid Transit to the WMATA Safety and Security Committee. Ms. Mattice also reported that she testified on February 19 to the Commonwealth Transportation Board where they approved the amendments to the I-66 MOA. She also participated in a transportation forum last week for the OmniRide Mentorship Program, while Director of Programs and Policy Allan Fye spoke at a VDOT Town Funding Workshop.

Ms. Mattice concluded her report by reviewing several upcoming meetings. She noted that the financial reports were provided to Commissioners and they had no questions.

### Adjournment

Without objection, Chair Cristol adjourned the meeting at 9:15 P.M.

Approved this 7<sup>th</sup> day of May 2020.

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Katie Cristol  
Chair

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Jeffrey C. McKay  
Secretary-Treasurer



## RESOLUTION #2405

**SUBJECT:** Approve the FY2021 State Transit Assistance Applications to DRPT

**WHEREAS:** The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, Washington Metropolitan Area Transit Authority (WMATA), local bus systems and Virginia Railway Express (VRE) operating and capital costs.

**NOW, THEREFORE, BE IT RESOLVED** that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To execute and file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY2021 commencing July 1, 2020 in the amount of \$127.3 million in eligible local transit operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

**BE IT FURTHER RESOLVED** that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to DRPT for grants of public transportation assistance for FY2021 for capital expenses totaling \$37.2 million in costs to defray the costs borne by NVTC and its members for capital expenditures;
- 2) To revise the capital portion of the application to reflect refined estimates by the local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and PRTC and their members:

- 1) To file FY2021 VRE applications to DRPT in the amount of \$57.8 million in eligible operating costs and \$29.9 million in non-federal costs for capital (\$80.8 million total costs).;
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

- 1) To file an application with DRPT under the Intern Program for FY2021 in the amount of \$20,000, with state funds anticipated at 80%;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

- 1) To file an application with DRPT under the Technical Assistance Program for FY2021 in the amount of \$150,000, with state funds anticipated at 50%;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

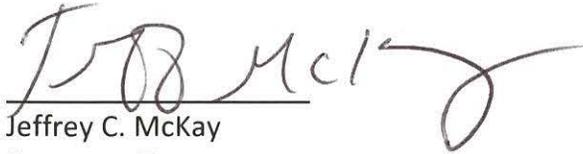
- 1) To accept from DRPT and execute the grant for WMATA capital and operating purposes per Section 33.2-1526.1 of the Code of Virginia in such amount as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

**BE IT FURTHER RESOLVED** that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.

**BE IT FURTHER RESOLVED** that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

**BE IT FURTHER RESOLVED** that NVTC's executive director, or her designee, is authorized 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 5<sup>th</sup> day of March 2020.

  
\_\_\_\_\_  
Jeffrey C. McKay  
Secretary-Treasurer

  
\_\_\_\_\_  
Katie Cristol  
Chair



**RESOLUTION #2406**

- SUBJECT:** Authorize the Executive Director to Apply to DRPT for Summer 2020 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match
- WHEREAS:** The Department of Rail and Public Transportation (DRPT) identified a need to support mitigation efforts during the planned shutdown of Orange Ling Metrorail stations in the May and September 2020;
- WHEREAS:** DRPT is expected to request proposals for mitigation plans from local jurisdictions, transit providers, and NVTC in March 2020;
- WHEREAS:** The Commonwealth Transportation Board (CTB) has allocated shutdown mitigation funding in the current FY2020 Six-Year Improvement Program (SYIP) and DRPT has requested additional shutdown mitigation funding in the proposed FY2021-2026 SYIP;
- WHEREAS:** The CTB's funding approval included NVTC's request for \$400,000 to develop and implement a marketing effort to encourage riders to return to Metrorail and public transit following the summer 2020 shutdown;
- WHEREAS:** The funding requires a local match of 20% (\$80,000); and
- WHEREAS:** The Commission has consistently supported efforts to improve Metrorail and transit ridership.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director, or her designee, to apply to the Department of Rail and Public Transportation, to execute the associated funding agreement from DRPT, and to execute a Memorandum of Agreement with local jurisdictions and transit agencies to provide the 20% local match required for the grant.

Approved this 5<sup>th</sup> day of March 2020.

  
\_\_\_\_\_  
Jeffrey C. McKay  
Secretary-Treasurer

  
\_\_\_\_\_  
Katie Cristol  
Chair



## RESOLUTION #2407

**SUBJECT:** NVTC Appointments to the WMATA Board of Directors and Chair of the NVTC WMATA Committee

**WHEREAS:** NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA);

**WHEREAS:** At its January 16, 2020 Commission meeting, NVTC confirmed Christian Dorsey's appointment to the WMATA Board with his term expiring on January 5, 2021;

**WHEREAS:** Christian Dorsey resigned from the WMATA Board of Directors on February 6, 2020;

**WHEREAS:** Following the June 2018 NVTC Strategic Retreat, the Commission adopted its NVTC Policy for Appointing NVTC Members to the WMATA Board of Directors at its October 4, 2018 meeting, which includes:

1. NVTC shall appoint its members to the WMATA Board in a manner that provides for the strongest Northern Virginia Transportation Commission District representation on the WMATA Board.
2. NVTC shall strive to appoint its representative principal and alternate directors based on a rotation schedule that will allow a member from the four largest NVTC jurisdictions to serve as a principal director for at least one term within a 12-year period of time with consideration given for the scale of jurisdictional financial subsidy to WMATA.
3. NVTC's approach and timing in its WMATA Board member appointments shall take into consideration opportunities for NVTC's appointee to serve in leadership roles on the WMATA Board. Therefore, NVTC shall appoint members to a term of at least two years with the ability to be extended by the Commission.
4. NVTC recognizes the need to be flexible in the selection of its WMATA Board appointees to ensure that those NVTC members deemed the most effective representative of all NVTC jurisdictions serve in that capacity.
5. The NVTC WMATA Committee, as established in NVTC's By-Laws, will serve as the primary venue for NVTC jurisdictions to discuss issues with the appointed NVTC WMATA Board members.
6. The Virginia Secretary of Transportation or his/her designee is required by statute to be one of NVTC's principal appointees to the WMATA Board. As such, NVTC requests that the Secretary consult with NVTC in naming a designee.

**WHEREAS:** Virginia Secretary of Transportation Shannon Valentine 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;

**WHEREAS:** NVTC WMATA Committee membership is governed by NVTC's By-Laws, which directs the chair be one of the two alternate members appointed by the Commission to the WMATA Board of Directors;

**WHEREAS:** NVTC By-Laws require the WMATA Committee chair be one of the two NVTC alternate members appointed by NVTC to the WMATA Board of Directors.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as Principal Directors and Alternates to the WMATA Board of Directors:

**WMATA Board of Directors:**

Principals

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

Matthew F. Letourneau  
(NVTC Appointee)  
Term expires 01-03-2023

Alternates

Canek Aguirre  
Term expires 01-05-2021

Walter Alcorn  
Term expires 01-04-2024

**BE IT FURTHER RESOLVED** that NVTC hereby appoints alternate WMATA Board member Canek Aguirre to serve as the chair of the NVTC WMATA Committee.

Approved this 5<sup>th</sup> day of March 2020.

  
\_\_\_\_\_  
Jeffrey C. McKay  
Secretary-Treasurer

  
\_\_\_\_\_  
Katie Cristol  
Chair



## RESOLUTION #2408

**SUBJECT:** Endorsement of the Bus Transformation Project Vision, Goals, and Strategy

**WHEREAS:** Buses are an integral part of the National Capital Region's transportation network, connecting more than 524,000 homes and two million jobs within a quarter mile of bus stops within Northern Virginia;

**WHEREAS:** The Northern Virginia Transportation Commission (NVTC) recognizes that bus service provides an affordable mobility option and plays a key role in reducing roadway congestion, increasing connections between residents, jobs, education, healthcare, and other opportunities, and supporting regional prosperity;

**WHEREAS:** NVTC and its jurisdictions have a financial responsibility for the operations of the Washington Metropolitan Area Transit Authority (WMATA) as well as local transit services;

**WHEREAS:** Under the leadership of NVTC, Northern Virginia's transit providers and WMATA actively coordinate advancements in bus transit service through operational analysis and planning, mitigation response, marketing and outreach, technology investments, and project implementation;

**WHEREAS:** NVTC believes strongly that investments in the region's bus network be done in a financially responsible way that can best balance the needs of the public with available resources;

**WHEREAS:** NVTC's jurisdictions actively leverage federal, state, regional, and local funding to support major bus transit capital improvements such as bus rapid transit (BRT) implementation, major farebox and fare technology upgrades, transit signal prioritization, and bus maintenance facility construction;

**WHEREAS:** In September 2018 WMATA launched the Bus Transformation Project with a vision that "buses will be the mode of choice on the region's roads by 2030, serving as the backbone of a strong and inclusive regional mobility system that will support a growing and sustainable economy."

**WHEREAS:** The Bus Transformation Project set out the five following goals to guide the transformation of bus across the District of Columbia, State of Maryland and Commonwealth of Virginia:

- 1) **Regional Connectivity:** Provide reliable on-street transit options that efficiently connect people to places and improve mobility.
- 2) **Rider Experience:** Ensure a convenient, easy-to-use, user-centered travel choice.
- 3) **Financial Stewardship:** Maintain a transit mode that is financially sustainable in the long term.
- 4) **Sustainability:** Encourage vibrant, economically thriving and sustainable communities.
- 5) **Equity:** Create a bus system that is affordable and equitable.

**WHEREAS:** Staff representatives from NVTC and its jurisdictions engaged with the Bus Transformation Project effort through a Technical Team and Strategy Advisory Group;

**WHEREAS:** In September 2019 the Bus Transformation Project released the Bus Transformation Strategy with the following recommendations:

- 1) Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth;
- 2) Give buses priority on roadways to move more people quickly and reliably;

- 3) Create an excellent customer experience to retain and increase ridership; and
- 4) Empower a publicly appointed Task Force to transform bus and lead the implementation of a truly integrated regional system.

**WHEREAS:** In October 2019 NVTC submitted comments to the Bus Transformation Project team indicating strong support for Bus Transformation Strategy recommendations 1) through 3);

**WHEREAS:** In its October 2019 comments, NVTC voiced opposition to the composition of the task force noted in recommendation 4) as it did not include local transit providers nor the local jurisdictions who fund the bus systems (including Metrobus); and

**WHEREAS:** On January 16, 2020 the WMATA Board endorsed (Resolution #2020-01) the Bus Transformation Strategy recommendations 1) through 3), noting that in lieu of support for recommendation 4), the WMATA Board directs WMATA staff to engage with jurisdictions and local bus service providers to develop an action plan that considers the Bus Transformation Strategy with the goal of implementing said recommendations to the extent feasible and financially prudent.

**NOW, THEREFORE, BE IT RESOLVED** that, with the proposed actions by WMATA to include jurisdictions and local transit providers in the implementation of the Bus Transformation Study action plan, the Northern Virginia Transportation Commission endorses the vision, goals, and strategies of the Bus Transformation Project.

**BE IT FURTHER RESOLVED** that NVTC's endorsement of the Bus Transformation Project is conditioned on the direct representation by NVTC jurisdictional and local transit providers on any implementation task force.

**BE IT FURTHER RESOLVED** that NVTC supports leveraging the expertise of its staff to facilitate and support efforts to implement the Bus Transformation Project Strategy recommendations in Northern Virginia and for WMATA and the project team to periodically provide updates to the Commission on the status of the Action Plan.

**BE IT FURTHER RESOLVED** that NVTC encourages WMATA to incorporate the Bus Transformation Project's Strategy recommendations, where consistent with WMATA Board endorsement, into policy and in regional coordination activities.

**BE IT FURTHER RESOLVED** that the adoption of this resolution does not constitute a commitment by NVTC or its jurisdictions to fund or implement specific actions in the Bus Transformation Project, as implementation is subject to jurisdictional budgetary constraints, WMATA's annual budgets, and local and regional board actions.

Approved this 5<sup>th</sup> day of March 2020.



Jeffrey C. McKay  
Secretary-Treasurer



Katie Cristol  
Chair

**PRESENTED AND ADOPTED: January 16, 2020**

**SUBJECT: ENDORSEMENT OF BUS TRANSFORMATION STRATEGY**

**2020-01**

**RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Pursuant to Compact Section 9(b) and Board Bylaws Article II.1, the Board is primarily responsible for policy, financial direction, oversight, and WMATA's relationships with its customers, jurisdictional partners, and signatories; and

WHEREAS, The Washington, D.C. area relies on an integrated transportation network, in which buses play an essential role as the most efficient mode of surface transportation, reducing roadway congestion, providing the most affordable mobility option, extending the reach of transit into communities across the region, and connecting residents with jobs, education, healthcare, and is fundamental to the region's prosperity; and

WHEREAS, Over 620,000 trips on local buses are taken every weekday, and 81 percent of residents live within a quarter-mile of a bus stop; and

WHEREAS, Bus providers are contending with significant challenges as bus speeds are declining, ridership has fallen, and, the world of transportation is innovating rapidly, and our region's bus system has not kept pace; and

WHEREAS, Metrobus is one major component of the Washington area regional bus network, which consists of local bus services operated independently by Municipalities, Counties, States, other Regional Agencies and private providers, and

WHEREAS, Metrobus ridership has declined by 13 percent during the period 2012 through 2017, and

WHEREAS, The quality of bus service is a shared responsibility of bus service providers, departments of transportation who own and operate streets and curbs and enforce use regulations for these amenities, and funding partners ("Responsible Parties") and these Responsible Parties must work together to create a regional system that meets customer needs; and

WHEREAS, A steering committee of regional civic and business leaders led a project on behalf of the region, with the ambitious vision that buses will be the transportation mode

**Motioned by Mr. Goldman, seconded by Ms. Gidigbi  
Ayes: 8- Mr. Smedberg, Ms. Gidigbi, Mr. Goldman, Mr. Rouse, Mr. Letourneau, Mr. Bulger, Mr. Slater and Mr. McMillin**

of choice on the region's roads in the future, serving as the backbone of a strong and inclusive regional mobility system (the "Bus Transformation Project"); and

WHEREAS, Civic and business leaders from across the region exchanged views on the vision and strategy to transform bus in the region and sought involvement of regional political leaders to act now; and

WHEREAS, The Bus Transformation Project benefits from more than a year of outreach to nearly 9,000 citizens and 140 leaders from jurisdictions, bus providers, businesses, community organizations, disability advocates, labor and other stakeholders, provides a Strategy that outlines recommendations and the direction to transform the region's bus system, and develops a ten-year Action Plan with implementation steps to gain momentum over time; and

WHEREAS, The region's residents and civic and advocacy groups clearly indicated their desire for a fast, frequent, reliable, and affordable bus system that feels unified across the region; and

WHEREAS, The Bus Transformation Strategy includes key recommendations to: provide frequent and convenient bus service, give buses priority on roadways, create an excellent customer experience, and establish ongoing stewardship to transform bus regionally, while enabling local action;

NOW, THEREFORE, be it

*RESOLVED*, That the Board believes strongly in investing in the region's bus network in a financially responsible way to improve mobility, reduce congestion, promote regional competitiveness, promote a more livable region, and fight climate change; and be it

*RESOLVED*, That the Board in broad terms endorses the vision, goals, and the high level strategy recommendations of the Bus Transformation Project to (1) Provide frequent and convenient bus service that connects communities, (2) give buses priority on roadways to move people quickly and reliably, and (3) create an excellent customer experience to retain and increase ridership, putting aside for the time being the recommendation of a Task Force to lead the implementation phase, as the direction required to transform bus in the region, recognizing that capital and operating impacts on local providers will have to be determined, evaluated and agreed upon before specific funding commitments, projects, and agreements are secured from the Responsible Parties and through the WMATA's annual budget process; and be it

RESOLVED, That the Board directs WMATA staff to engage with Jurisdictions and local bus service providers to develop an action plan that considers the recommendations of the BTP report with the goal of implementing said recommendations to the extent feasible and financially prudent; and be it

**RESOLVED**, That in this regard the Board urges that favorable consideration for early implementation be given to the following recommendations of the BTP if financially feasible:

(1) Update WMATA's Metrobus service guidelines; (2) Study the restructuring of the Metrobus network to create an efficient and customer-focused network; (3) Support implementation of bus priority projects such as bus-only lanes and bus rapid transit (BRT) within WMATA's role as a service provider and facilitate the study of bus priority projects by lending expertise to Jurisdictions and Responsible Parties actively implementing and funding such projects; (4) Provide free transfers between Metrobus and Metrorail and local bus service providers where supported by jurisdictions and within funding constraints; (5) Create and implement a mobile app solution for Metrorail, Metrobus and local bus service provider customers to plan and pay for trips in one place; (6) Develop regional passes that work across all providers (7) Test and evaluate zero emission, including electric buses to add to the bus fleet; (8) Provide jurisdictionally funded fare buy down options for low-income riders; and (9) Incorporate major Metrobus and regional provider bus routes in the Metrorail System Map wherever displayed; and be it

*RESOLVED*, That the Board directs WMATA staff to continue to coordinate service with locally provided bus service and Responsible Parties to respond to customer demand and create a bus network that works within the realities of the complex funding and governance structure in the Metropolitan Washington region, while advancing a system that is customer-focused and feels unified to the public; and be it

**RESOLVED**, That the Board directs WMATA staff to work with other Responsible Parties and regional bus service providers to improve fare system integration and to offer more convenient and flexible seamless trip planning and payment options in the context of the complex financial arrangements for bus service in the Metropolitan Washington region; and such work should address the fiscal impacts to other providers associated with these programs; and be it

*RESOLVED*, That the Board recognizes that giving buses priority on roadways is essential to providing fast and reliable bus service and encourages Responsible Parties to find opportunities to move quickly from planning to implementation of bus priority measures, including bus rapid transit (BRT) where practical; and be it

*RESOLVED*, That the Board adopts those recommendations as specified in the prior Resolved Paragraphs as guidance to staff in drafting relevant policies such as Metrobus service standards and future potential recommended changes to Metrobus service definitions, as a means to create an excellent customer experience and encourages collaboration among all Responsible Parties on these expeditiously; and be it

*RESOLVED*, That the Board encourages Responsible Parties to incorporate the Bus Transformation Strategy's recommendations, where feasible, into their local planning and funding activities to ensure progress on transforming the region's bus network;

*RESOLVED*, That the Board directs staff consistent with the prior Resolved Paragraphs to update applicable budgeting and planning documents to incorporate the Bus Transformation Strategy and recommendations to be given favorable consideration for early implementation; and be it further,

*RESOLVED*, That the Board will seek specific ways to support implementation of the strategy at WMATA including through the annual budget process, the capital improvement program and the adoption of relevant policies; and be it finally,

*RESOLVED*, That this Resolution shall be effective 30 days after adoption in accordance with Compact Section 8(b).

  
\_\_\_\_\_  
Paul Smedberg  
Chair

WMATA File Structure Nos.:  
6.6.4 Bus Route and Service Planning



## RESOLUTION OF COMMENDATION

**SUBJECT:** Commending the Honorable Christian Dorsey on the Occasion of His Departure from the Northern Virginia Transportation Commission

**WHEREAS:** The Honorable Christian Dorsey was elected to the Arlington County Board in 2015 and served as its chair in 2019;

**WHEREAS:** Mr. Dorsey was appointed to serve on the Northern Virginia Transportation Commission in 2016;

**WHEREAS:** NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the region and the Commonwealth;

**WHEREAS:** As a member of NVTC, Mr. Dorsey served on the NVTC Executive Committee and the NVTC WMATA Committee;

**WHEREAS:** In anticipation of a new Virginia law that took effect July 1, 2018, providing dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA) and government reforms, NVTC acted at its June 2018 Strategic Retreat to appoint Christian Dorsey as a principal member to the WMATA Board of Directors to represent NVTC jurisdictions;

**WHEREAS:** During his tenure as a principle director on the WMATA Board of Directors, Mr. Dorsey served as chair of the Finance and Capital Committee and a member of the Safety and Operations Committee;

**WHEREAS:** As chair of the Finance and Capital Committee, Mr. Dorsey assured multi-jurisdictional representation during WMATA's budget development process, collaborated with WMATA to provide the jurisdictions with more detail on Capital Improvement Program spending, and guided conversations on Loudoun County's participation in WMATA's subsidy allocation formula;

**WHEREAS:** In his role on the Safety and Operations Committee, Mr. Dorsey achieved regional support for WMATA's preventative maintenance program resulting in a rebound of Metrorail customer satisfaction and improved safety and reliability; and

**WHEREAS:** Mr. Dorsey worked diligently to strengthen communication between the Virginia WMATA Board members and NVTC jurisdictions to build consensus on issues related to WMATA.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission commends the Honorable Christian Dorsey for his service to NVTC, WMATA, the citizens of Northern Virginia, and the Commonwealth of Virginia.

**BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Mr. Dorsey as an expression of its gratitude and in appreciation of his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 5<sup>th</sup> day of March 2020.

  
Katie Cristol  
Chair



## RESOLUTION OF COMMENDATION

**SUBJECT:** Commending the Honorable David LaRock on the Occasion of His Departure from the Northern Virginia Transportation Commission

**WHEREAS:** The Honorable David LaRock was elected in 2014 to the House of Delegates to represent the counties of Loudoun, Frederick and Clarke;

**WHEREAS:** Delegate LaRock was appointed by the Speaker of the House of Delegates in 2015 to serve on the Northern Virginia Transportation Commission, with his term expiring on January 7, 2020;

**WHEREAS:** NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the region and the Commonwealth;

**WHEREAS:** As a member of the General Assembly, Delegate LaRock serves on the Transportation Committee; Counties, Cities and Towns Committee; and Communications, Technology and Innovation Communication Committee;

**WHEREAS:** During the 2018 General Assembly Session, Delegate LaRock patroned HB1285 which directs the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority, the Virginia Railway Express, and the Commonwealth Transportation Board to conduct an annual joint public meeting for the purposes of presenting to the public, and receiving public comments on the transportation projects proposed and conducted by each entity in Planning District 8;

**WHEREAS:** Delegate LaRock is a dedicated public servant and long-serving legislator in the Virginia General Assembly because of his common-sense approach to solve problems and achieve results; and

**WHEREAS:** Delegate LaRock brought that same tireless dedication to every meeting of NVTC to diligently carry out his duties on behalf of his constituents.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission commends the Honorable David LaRock for his service to NVTC, the citizens of Northern Virginia, and the Commonwealth of Virginia.

**BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Delegate LaRock as an expression of its gratitude and in appreciation of his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 5<sup>th</sup> day of March 2020.

Katie Cristol  
Chair