

MINUTES
NVTC COMMISSION MEETING – DECEMBER 2, 2021
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
John J. Bell (*via electronic participation*)
Elizabeth Bennett-Parker (*via electronic participation*)
Katie Cristol
Matt de Ferranti
Adam Ebbin
John Foust
Libby Garvey
Paul Krizek
Matt Letourneau (*via electronic participation*)
Jeff McKay
David Meyer
David Reid
David Snyder
Richard Sullivan
Mike Turner
James Walkinshaw

Members Not Present

Eileen Filler-Corn
Dalia Palchik
Paul Smedberg

Staff Present

Kate Mattice, Executive Director
Monique Blyther
Andrew D’huyvetter
Allan Fye
Matt Friedman
Rhonda Gilchrest
Adam Hager
Scott Kalkwarf
Tenley O’Hara
Ben Owen
Aimee Perron Seibert

Sophie Spiliotopoulos
Melissa Walker
Ronnetta Zack-Williams
Rich Dalton (VRE)
Steve MacIsaac (VRE)
Mark Schofield (VRE)
Tim Roseboom (DRPT)
JoAnne Carter (PFM)
Mike Garber (PBMares)
Greg Potts (WMATA) (*via electronic participation*)

Opening Remarks

Chair Cristol welcomed everyone to the December 2, 2021 NVTC meeting, which is also being shown on YouTube livestream for the public.

Chair Cristol noted that Commissioners Bell and Letourneau are participating electronically due to medical reasons. Ms. Bennett-Parker had a conflict tonight, but she may join the meeting electronically later in the agenda. Commission Secretary Rhonda Gilchrest confirmed a quorum was present.

Chair Cristol reminded Commissioners that each January NVTC approves a slate of officers, committee memberships and board appointments. She encouraged Commissioners to communicate with her or the executive director if they wish to change their committee participation or wish to be considered for an officer or board appointment role. A proposed slate of officers and appointments will be included in the January meeting materials which will be distributed prior to the holidays.

Chair Cristol also congratulated David Snyder, who was recognized last night with an award from the George Mason Schar School for excellence in regional leadership.

Chair Cristol reported that NVTC received one public comment asking if other transit systems will be instituting fare free transit service opportunities in Northern Virginia. This comment was passed along to Commissioners prior to the meeting. Chair Cristol noted that there is useful information on NVTC's website, including the *White Paper on Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers*. Mr. Meyer stated that Fairfax CUE Bus has been fare free since March 2020 and the Fairfax City Council will be making a decision in the near future if it will become permanent.

Minutes of the November 4, 2021 NVTC Commission Meeting

Mr. McKay moved, with a second by Mr. Sullivan, to approve the minutes of the November 4, 2021 meeting. The vote in favor was cast by Commissioners Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, McKay, Meyer, Reid, Snyder, Sullivan and Walkinshaw. Mr. Aguirre abstained. A roll call vote followed for those Commissioners participating electronically. Commissioners Bell and Letourneau cast affirmative votes. The motion passed.

Consent Agenda

Chair Cristol stated that there is one action on the Consent Agenda:

- A. Authorize the Executive Director to Issue a Request for Proposals for Audit Services

Ms. Garvey moved, with a second by Mr. Krizek, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, McKay, Meyer, Reid, Snyder, Sullivan and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bell and Letourneau cast affirmative votes. The motion passed.

Mr. Turner joined the meeting.

NVTC's FY 2021 Audited Financial Statements and Compliance Reports

Chair Cristol stated that the Commission is being asked to accept and authorize distribution of NVTC's FY 2021 Audited Financial Statements and Compliance Reports. She welcomed Mike Garber, who represents NVTC's audit firm PBMares. He is a partner at PBMares, which is also the firm in charge of audits for VRE and PRTC as well.

Mr. Garber stated that he met with the Executive Committee, serving as the Audit Committee, prior to this meeting to give a more thorough presentation of the audit. He stated that the financial audit includes three opinions on the financial statements, internal controls and federal compliance. All three received clean or unmodified opinions, which are the highest that can be issued.

Mr. Garber also noted that the financial statement now includes a column on the pension plan. There were no audit adjustments this year and no past adjustments. He thanked NVTC staff for their cooperation, especially in light of the audit needing to be remote due to the pandemic. The remote audit went very smoothly. Commissioners had no questions.

Mr. Ebbin moved, with a second by Mr. Reid, to accept and authorize the distribution of NVTC's FY 2021 Audited Financial Statements and Compliance Reports. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, McKay, Meyer, Reid, Snyder, Sullivan, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bell and Letourneau cast affirmative votes. The motion passed.

NVTC FY 2023 General and Administrative Budget and 2022 Work Plan

Ms. Mattice and Mr. Kalkwarf gave a presentation on the proposed FY 2023 General and Administrative Budget. Ms. Mattice explained that staff is looking for feedback from Commissioners this month and will come back requesting action in January. In general, the budget approach is to continue strong support of Commission priorities, fulfill state and federal reports and requirements, reduce financial management exposure, retain and train highly skilled staff, continue robust regional technical and coordination efforts, continue staff coordination of WMATA efforts including support to WMATA Board members, leverage opportunities for additional federal and/or state funding, sustain human resources, legal and legislative support

and align COLA/merit expectations with peers/jurisdictions. Per the direction of the Commission at last month's meeting, Ms. Mattice explained that the budget includes additional funding for policy research.

Mr. Kalkwarf gave an overview of budget cost drivers, which includes salaries and benefits (69%), rent (10%), contracted services (16%) and all other expenses (5%). NVTC budget revenue sources include off the top of state aid to the jurisdictions (68%), Commuter Choice revenue (19%), direct contributions from the jurisdictions (7%), appropriated surplus (3%) and other revenue (3%). He stated that in FY 2023 NVTC expects to manage \$232 million in state aid on behalf of the jurisdictions while NVTC's "overhead" is less than 1.2% of state aid. He then reviewed more details about the budget. The total proposed budget is \$3,920,200, which is a 2.3% increase over last year's budget. He also noted that the budget includes \$15,000 for AV/technical equipment for NVTC's conference room.

Ms. Mattice stated that the Work Plan is a companion piece to the budget and identifies the products and deliverables staff work on throughout the year. She gave a quick overview of the Work Plan. As directed by the By-Laws, NVTC is required to hold a public hearing on the Work Plan every year, which will occur at the January 2022 meeting. Although NVTC is receiving public comment at every Commission meeting, this is a special opportunity for the public to comment on NVTC's Work Plan for the coming year.

Ms. Garvey asked for more information about the policy research. Ms. Mattice stated that NVTC was able to use some funds this year to conduct research on low-emission/zero-emission buses. In past years, NVTC has done research on the economic value to transit to the region and the Commonwealth. Having funding already in the budget will allow staff to immediately to do in-house or contracted research.

Mr. Snyder stated that with increased federal funding from the infrastructure bill and significant increases in federal discretionary grant programs, is NVTC positioned to take maximum advantage to benefit the public. Ms. Mattice stated that NVTC is well positioned to be receiving and understanding the federal programs. NVTC is a member of several valuable trade associations, which provide helpful information. The American Public Transportation Association (APTA) is a good example. If jurisdictions want to seek federal funds for some of these discretionary grants, the question is whether NVTC would take a role in that. If NVTC were to serve as a federal grantee, that should be a conversation to come back to the Commission for discussion because there would be financial implications. Chair Cristol stated that the Executive Committee discussed reaching out the jurisdictions, especially the smaller jurisdictions, to gauge their interest in the federal discretionary grant programs and if NVTC should play a role. There are strings attached to acquiring federal grant funds that need to be taken into consideration.

Chair Cristol noted that Ms. Mattice and Mr. Kalkwarf would welcome any further questions, so she encouraged Commissioners to reach out directly to staff if they have additional questions about the budget or Work Plan.

Washington Metropolitan Area Transit Authority

Report from Virginia WMATA Board Members. Mr. Letourneau noted that Mr. Smedberg was unable to attend the meeting. Mr. Letourneau reported that the Bus Transformation Project was launched by WMATA in 2018 with the goal of creating a collaborative action plan for the future of bus in the region. Last month, the WMATA Board received an update on the region's progress towards the goals of the Bus Transformation Project, which the Commission endorsed in early 2020. He highlighted two recommendations that WMATA staff are working towards. First, WMATA staff have established a Bus Priority program and are working with jurisdictional staff to implement bus priority treatments like bus lanes, transit signal priority, queue jumps, and violation and detection and enforcement policies. Second, WMATA staff have coordinated with jurisdictional staff on the scope of a bus network redesign effort which is anticipated to launch next year.

Mr. Letourneau also reported that next week the WMATA Board will authorize a public comment period and public hearings on the general manager's Proposed FY 2023 Operating and Capital Budget. The proposed operating budget assumes a gradual ridership recovery, maintains current budgeted service levels and offers several permanent and temporary fare discounts meant to drive ridership. He reviewed the proposed fare changes and reminded Commissioners that there are just recommendations and will need to be approved.

Mr. Letourneau stated that with ridership still well below pre-pandemic levels, the FY 2023 operating budget contains a \$715 million budget gap which is entirely offset with federal aid. Initial estimates show that only \$151 million in federal aid will be left for FY 2024, creating an operating gap of \$519 million in that fiscal year. The FY 2023 budget process is just getting started. The Board will have a number of budget work sessions and WMATA will receive public comment on the proposed budget. It is anticipated that budget approval will occur in March 2022.

Mr. Letourneau stated that WMATA is continuing to work with the National Transportation Safety Board (NTSB) regarding the 7000-series railcars. This week the NTSB issued a safety advisory calling for greater inspections of the wheelsets. There is a plan in place for WMATA to increase inspections and bring older series cars back into service, which should result in gradual improvement in service as railcars come online. WMATA is also experiencing some supply chain issues so that is impacting getting some of the railcars back into service.

Mr. Letourneau announced that the Metropolitan Washington Airports Authority (MWAA) announced substantial completion of the rail yard for the Silver Line Phase 2 project. As WMATA approaches the new Silver Line service date, WMATA is ramping up hiring new personnel.

Report from the Chair of the NVTC WMATA Committee. Mr. Aguirre stated that the WMATA Committee was previously scheduled to meet in December, but the meeting is being rescheduled to January 20 at 6:00 p.m. At that meeting the committee will review the proposed FY 2023 budget and relay any comments to the Commission for approval at its February meeting. He encouraged all Commissioners to attend.

Mr. Aguirre stated that tonight the Commission is being asked to authorize the executive director to send the 2021 Report on the Performance and Condition of WMATA to the Governor and General Assembly. The Commission saw a preview of this report at the November Commission meeting. The final version of the report incorporates WMATA Committee and Commission feedback to date. Commissioners were provided with a copy of the executive summary.

Mr. Aguirre reviewed the highlights of the 2021 recommendations in the report:

- Leverage federal coronavirus relief aid
- Communicate and encourage a safe return to transit
- Implement fare and parking policy changes
- Adapt rail service to anticipate demand
- Continue focus on ongoing initiatives to reduce the growth in operating costs and improve operational efficiencies

Mr. Aguirre noted that the report also includes major capital accomplishments for FY 2021 by WMATA, which include:

- Platform rehabilitation program nearly complete
- Metrorail and Metrobus fleet reliability were at an all-time high
- Mobile App and new fare technology introduced across the system
- Cellular data service available in all Metrorail tunnels
- Track rehabilitation work yields dividends

Chair Cristol thanked staff for their hard work drafting this report. She stated that it is easy to forget all the progress WMATA has made and the importance of the dedicated funding and its impact on the Metro system.

Ms. Garvey asked about the mobile app. Mr. Letourneau stated that it seems to be going smoothly, although he has not seen any data on it. There is some data related to the promotions WMATA offered in September and the promotions were heavily used. Mr. Potts stated he can work with NVTC staff to provide more specifics about the mobile app usage.

Mr. Snyder asked if there is any place in the report that references low-emission buses and greenhouse gas requirements. Mr. D'huyvetter stated that there is some narrative text on page 10. He stated that there is always opportunity to update the report each year on these types of issues.

In response to a question from Mr. de Ferranti, Mr. D’huyvetter explained that the cover letter will include a reference to the Blue Line derailment and the 7000-series railcar issue.

Mr. Aguirre moved, with a second by Mr. de Ferranti, to authorize the executive director to send the 2021 Report on the Performance and Condition of WMATA to the Governor and General Assembly. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, McKay, Meyer, Reid, Snyder, Sullivan, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bell and Letourneau cast affirmative votes. The motion passed.

Legislative Update

Legislative and Policy Committee Chair David Meyer reported that the committee met on November 12 and received updates on both the federal and the Commonwealth’s “state of play” to help guide NVTC’s strategy for 2022. The committee agreed that it is important to continue to tell the success story of the region’s strong transit network and how it supports jobs and households. NVTC staff will be looking to update the economic value of transit policy research this coming year as well as work with DRPT to fully understand the impact of any changes to funding streams that may occur with the change administration.

Mr. Meyer stated that Kate Mattice will continue to serve on the Transit Service Delivery Advisory Committee (TSDAC) where this coming year will involve a deep reexamination of DRPT funding for the local systems. She will report back to the Commission and Legislative and Policy Committee as the deliberations occur.

Ms. Bennett-Parker joined the meeting via electronic participation at 7:45 p.m.

Mr. Meyer stated that the Commission is asked to approve the 2022 Legislative Agenda. He gave a quick overview of the priorities. In general, the state program reflects a desire to stay the course with the various funding packages that were passed by the General Assembly in 2018 and 2020. It includes support for maximum flexibility for electronic and hybrid public meetings, as well as restoring funding for NVTA as well as expanded opportunities for funding zero emission infrastructure. The agenda aligns with the Virginia Transit Association as well as the jurisdictions and other regional bodies.

Mr. Meyer stated that the federal program recognizes the major investment opportunities posed by the federal infrastructure bill and focuses on transparent and timely implementation of the new programs. Is also continues NVTC’s support for transit benefits as well as other opportunities to leverage federal funding for public transit now and in the future.

Mr. Reid asked if the state priorities are ranked in order of priority. Ms. Mattice stated that they are not ranked but the most important one is to preserve what we have, especially what was passed in the Omnibus Transportation Bill. As of right now, there are no “big asks” for this

upcoming General Assembly Session. Ms. Perron Seibert agreed that the focus will be to “stay the course.” In response to a question from Mr. Turner, Ms. Perron Seibert stated that she has not heard anything about NVTC being in any “cross hairs.”

Mr. McKay stated that with a new administration and new legislators, it is important to convey the importance of NVTC and what it does. The Commonwealth has mandated NVTC to do certain things, which are so important. He suggested including in a cover letter accompanying the Legislative and Policy Agenda more information about NVTC and the magnitude of what it does. This can be an educational opportunity. He also stated that it will be important to monitor the gas tax issue. He suggested including the amount of funding NVTC receives from the gas tax.

Although it does not impact NVTC directly, Mr. McKay stated that he is hearing some conversations about potential legislation that would dictate how the Northern Virginia Transportation Authority (NVTA) would be able to use their funds by requiring certain funding amounts be used for bicycle and pedestrian-specific projects. He stated that more restrictions limit the Authority’s ability to use its funds and causes local governments to scramble. It is important to preserve local authority to leverage a myriad of funding sources to make projects happen. He stated it will be important to watch this. In response to a question from Mr. Reid, Mr. McKay stated that he is not suggesting including this in the Legislative and Policy Agenda and that it is just something to monitor.

Mr. Krizek agreed that including NVTC’s role and accomplishments is a good idea, especially since there is a new administration. Mr. Meyer stated that the Long Bridge project is a good example of the region working together on a mega-project.

Ms. Garvey moved, with a second by Mr. McKay, to approve the 2022 Legislative and Policy Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, McKay, Meyer, Reid, Snyder, Sullivan, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bell, Bennett-Parker and Letourneau cast affirmative votes. The motion passed.

Ms. Mattice announced that the annual Joint NVTC-PRTC Legislative Briefing will be held on Monday, December 6 at 8:30 a.m. at the Embassy Suites by Hilton Springfield. 140 people have rsvp’d. The event will provide an overview of federal and state issues affecting transit in Northern Virginia. NVTC is honored to have both the Undersecretary of Transportation for Policy for the U.S. Department of Transportation Carlos Monje and Virginia Deputy Secretary of Transportation Nick Donohue to give remarks. In addition, Ms. Mattice will moderate a panel discussion with WMATA Board Chair Paul Smedberg, OmniRide Executive Director Bob Schneider and VRE Chief Executive Officer Rich Dalton to share their transit policy issues and concerns for the coming year.

Virginia Railway Express

Chair Cristol stated that following the VRE CEO Report, Ms. Bennett-Parker, who serves as chair of the VRE Operations Board, will present the action items. Chair Cristol thanked Ms. Bennett-

Parker for her service to NVTC and VRE as she will be leaving to start her term in the House of Delegates.

VRE CEO Report. Mr. Dalton reported that systemwide on-time performance was 80% for the month of November. Ridership continues to slowly increase to about 60,000 monthly riders. VRE staff continues to primarily work remotely. In response to a question from Mr. Reid, Mr. Dalton provided more information about ridership numbers. Until there is a mass opening of the federal government calling workers back, VRE expects ridership to only slowly increase. Chair Cristol asked about SmartBenefits usage for VRE. Mr. Dalton stated that it continues to stay about 60%. Mr. Walkinshaw stated that the 60% understates the impact. VRE should see a boost in ridership when the federal government workers return to the office, but they all won't return. Teleworking will still have a big impact on ridership. One of the challenges for VRE for service is what the future looks like. Mr. Aguirre agreed and stated that it will be important to adapt and target other markets. Chair Cristol stated that VRE is constrained in the amount of service it can provide, but the Operations Board has directed staff to look at potential pilots for service such as weekend or evening service.

In response to a question from Mr. Foust, Mr. Dalton provided more information about VRE's plan to bring staff back on-site. Mr. Dalton stated that some necessary staff and contracted service providers have remained on-site. One issue that has delayed more staff returning to the office is that the VRE headquarters is being renovated, which has been delayed due to supply chain issues.

Mr. Krizek asked the hypothetical question of worst-case scenario if VRE ridership does not bounce back. Mr. Dalton stated that it is important to allow time to figure out what the new normal will be once the federal government does open up, which is what all the local transit systems are having to do. If bringing back more riders means providing more frequent service, VRE has the opportunity to do that. The Transforming Rail in Virginia program is banking on VRE service to mitigate weekend rail congestion. VRE's long-term plan calls for weekend service starting in 2026. Five years out might sound like a long time, but for the rail industry, that is right around the corner.

Chair Cristol noted that no federal agency has fully called back workers even to one day a week, so there's a chasm between the current state of ridership and the future of what VRE ridership will look like, even with increased teleworking. Mr. Alcorn stated that the federal relief funding has provided a lifeline to the local transit systems, so VRE has some time to see what the new normal will be and how to respond to it. Mr. Walkinshaw stated that if VRE did not exist, traffic on I-95 would be a parking lot. The question is how to make sure it survives and thrives. He does not think VRE can wait four-five years to lay a path forward. VRE already knows that the ridership profile will change and VRE should start looking at that now.

Mr. Foust expressed his opinion that waiting for the federal government to open is passive and asked what VRE will do to market its service to respond to traffic congestion on I-95. Those people sitting in traffic are potential VRE riders. Mr. Dalton stated that VRE staff is currently working on new marketing initiatives. VRE is also looking at marketing to capture riders outside of the VRE

service area. Mr. Turner observed that NVTC can play a leadership role in modeling what transit will look like in the coming years, even if the data isn't complete. It is important to start looking at this now. Mr. Alcorn cautioned that VRE is unique and built for a specific mission and VRE should not abandon its core mission.

VRE 2022 Legislative Agenda. Ms. Bennett-Parker stated that VRE's 2022 Legislative Agenda serves as guidance for staff and contracted legislative liaisons during the legislative session. It covers both state and federal issues. VRE's Legislative Agenda aligns with NVTC's Legislative and Policy Agenda, which was also approved earlier in tonight's agenda. She stated that the Legislative Agenda was updated after the VRE Operations Board amended the section "*Meetings Held by Electronic Communications Means.*" The wording change is red lined in the meeting materials. Resolution #2646 will approve the VRE Legislative Agenda.

Ms. Bennett-Parker moved, with a second by Mr. Ebbin, to approve Resolution #2464 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, McKay, Meyer, Reid, Snyder, Sullivan, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bell, Bennett-Parker and Letourneau cast affirmative votes. The motion passed.

VRE Debt Issuance. Ms. Bennett-Parker stated that the Commission is asked to approve Resolution #2465, which would authorize VRE staff to advance a public bond issuance backed by the Commuter Rail Operating and Capital (C-ROC) Fund. She stated that VRE committed to this issuance as part of the Funding Agreement that was executed in March 2021 between VRE and the DRPT (since assigned to the Virginia Passenger Rail Authority). The financing analysis is being led by VRE's Financial Advisor, PFM. VRE Chief Financial Officer Mark Schofield is present to make a brief presentation on the proposed CROC-backed debt issuance. JoAnne Carter from PFM and VRE Chief Legal Counsel Steve MacIsaac are available to answer any questions.

Mr. Schofield stated that VRE and the Commissions have committed to this debt as part of the funding agreement between VRE and the Virginia Rail Passenger Authority (VPRA) earlier this year. The C-ROC funding will be the only resource to pay the debt and there will be no back-stop from VRE or other resources, local jurisdictions or the Commonwealth. The credit assessment shows that the C-ROC debt issuance would receive an AA credit rating and as of November, would generate \$130 million in available project revenue. The revenues would be transferred to VPRA to be used for right-of-way acquisition as part of the Transforming Rail in Virginia program.

Mr. Schofield explained next steps following action by the Commissions, will include work with outside bond counsel on due diligence, choosing an underwriter, pursuing indicative ratings from the credit agencies, which will be followed by the entire team structuring the bond documents. At that time, staff will come back to the Operations Board and Commissions for final approval, which should occur in late winter/early spring. A formal legal opinion will be provided at that time that makes it clear that the bond holders have no legal recourse against the jurisdictions, the Commissions or VRE.

Mr. Schofield stated that regarding risks, this proposed debt would be similar in many aspects to other special tax bonds that have been implemented in the Commonwealth using regional taxes, such as I-81 bonds, NVTB bonds, Hampton-Roads bonds, etc. The ratings agency's methodologies and VRE's own analysis take into consideration those key risks which were discussed at the November meeting, including both potential political and financial risks. The bottom line is that when these bonds are issued the risk of repayment default will be judged to be very low. If the landscape changes dramatically, VRE would come back to the Commissions for more discussion.

Mr. Snyder asked about the written legal opinion he asked for at last month's meeting on financial and legal risks to NVTC and its jurisdictions. He asked Mr. MacIsaac to comment. Mr. MacIsaac explained that tonight's action is to only authorize VRE to move forward to structure the bond package. That work will answer Mr. Snyder's questions and a written legal opinion will be provided prior to the Commissions being asked to authorize the debt issuance.

Mr. Walkinshaw thanked Mr. Schofield for providing these multiple presentations to both Commissions and the VRE Operations Board. Chair Cristol stated that the reality is without this debt issuance, the region cannot do the work, which will impact the Long Bridge project.

Ms. Bennett-Parker moved, with a second by Mr. Aguirre, to approve Resolution #2465 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, McKay, Meyer, Reid, Snyder, Sullivan, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bell, Bennett-Parker and Letourneau cast affirmative votes. The motion passed

Mr. McKay left the meeting at 8:33 p.m. and did not return.

Department of Rail and Public Transportation

Chair Cristol noted that DRPT Director Mitchell could not attend but asked DRPT Northern Virginia Senior Program Manager Major Capital Investments Tim Roseboom to give her report. Mr. Roseboom encouraged Commissioners to read the written DRPT Report. He announced that grant submissions for FY 2023 can be submitted to DRPT through February 1, 2022. Selected projects will be included in the Six-Year Improvement Program (SYIP), which is expected to be adopted by the Commonwealth Transportation Board in June 2022. DRPT expects the proposed funding levels from the governor's proposed budget to be available later in December.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She introduced two new NVTC staff members. Monique Blyther is the newest member of the NVTC communications team. Monique is an award-winning video journalist and digital marketer who is passionate about storytelling and all things transportation. For the past four years she served the region as a communications specialist for VDOT, Northern Virginia district and as Traffic

Reporter for WTOP 103.5 FM. Now that she's made the switch to transit, Monique will be leading NVTC's visual communications and engagement initiatives and expanding the use of video and digital tools in support of NVTC's mission.

Ms. Mattice also introduced Adam Hager, who recently served as a Transportation Planner at FAMPO, the Fredericksburg Area Metropolitan Planning Organization, where he managed their most recent long range transportation plan update and coordinated FAMPO's SMARTSCALE applications. Adam will be supporting both day-to-day operations as well as strategic planning for NVTC's growing Commuter Choice Program.

Ms. Mattice also reviewed some upcoming NVTC meetings:

- The NVTC/PRTC Joint Legislative Briefing is being held in-person at the Embassy Suites Hotel on December 6 starting at 8:30 a.m.
- The WMATA Committee meeting has been changed to Thursday, January 20, 2022 at 6:00 p.m.
- The next Commission meeting is on January 6, 2022 at 7:00 p.m. Executive Committee will meet at 6:00 p.m.

Ms. Mattice stated that NVTC just received notice that DRPT has granted NVTC funds for a regionwide marketing campaign with all its jurisdictions. This will launch early in 2022.

Ms. Mattice noted that the Financial Report for October 2021 was provided to Commissioners in their meeting materials. There were no questions from Commissioners.

Adjournment

Without objection, Chair Cristol adjourned the meeting at 8:37 p.m.

Approved this 6th day of January 2022.

Canek Aguirre
Chair

Matt de Ferranti
Secretary-Treasurer



RESOLUTION #2464

SUBJECT: Approve the 2022 VRE Legislative Agenda

WHEREAS: VRE is an essential part of regional transportation network for the Northern Virginia and DC Metropolitan region;

WHEREAS: VRE serves residents throughout the Commonwealth to provide a meaningful public transportation option;

WHEREAS: It is essential for VRE to educate and advocate for desired legislative and regulatory outcomes with members of Congress and their staff, with staff of federal entities, in the Virginia General Assembly and with the Governor and his administration;

WHEREAS: VRE has coordinated its Legislative Agenda with the staffs of the Commissions and member jurisdictions; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the 2022 VRE Legislative Agenda and authorizes the VRE Chief Executive Officer to actively pursue the elements set forth in the document.

Approved this 2nd day of December 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer



RESOLUTION #2465

SUBJECT: Authorize VRE Staff to Advance Public Bond Issuance Backed by the Commuter Rail Operating and Capital (C-ROC) Fund

WHEREAS: In March 2021 VRE entered into an Agreement for Passenger Rail Improvements and Funding ("Funding Agreement") with the Virginia Department of Rail and Public Transportation, which was subsequently assigned to the Virginia Passenger Rail Authority;

WHEREAS: The Funding Agreement includes provisions for the Commissions to fund a portion of the Planned Improvements of the Transforming Rail in Virginia Program, as well as the purchase of real property for right-of-way acquired by the Commonwealth;

WHEREAS: The Commissions will utilize Commuter Rail Operating and Capital funds for both a debt issuance and on a pay-as-you-go basis as the source of the funding commitment;

WHEREAS: In September 2021 the Commissions approved updated and amended Financial and Debt Management Principles for VRE to guide the issuance of debt backed by the Commuter Rail Operating and Capital Fund;

WHEREAS: A financing analysis conducted by VRE's financial advisor has determined that a public bond issuance is the most advantageous option for issuing this debt in accordance with the Funding Agreement, and that an investment grade credit rating would be expected from the major credit rating agencies for such debt; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes VRE staff to advance a public bond issuance backed by the Commuter Rail Operating and Capital Fund including selection of an underwriter and a trustee, completion of required legal due diligence, formal engagement with the credit rating agencies, and to return to the Operations Board and the Commissions in the second half of FY 2022 for approval of final bond documents and a final authorization to proceed to sale and issuance of the bonds.

Approved this 2nd day of December 2021.

A handwritten signature in purple ink that reads "Dalia Palchik".

Dalia Palchik
Secretary-Treasurer

A handwritten signature in black ink that reads "Katie Cristol".

Katie Cristol
Chair