

MINUTES
NVTC COMMISSION MEETING – JANUARY 7, 2021
Via Electronic Participation
Public Streaming via YouTube

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Cristol at 7:00 P.M.

Members Present via Electronic Participation

Canek Aguirre
Walter Alcorn
John J. Bell
Elizabeth Bennett-Parker
Katie Cristol
Adam Ebbin
Matt de Ferranti
Eileen Filler-Corn
John Foust
Libby Garvey
Paul Krizek
Matt Letourneau
Jeff McKay
Dalia Palchik
David Reid
Paul Smedberg
David Snyder
Dan Storck (Alternate, Fairfax County)
Richard Sullivan
Mike Turner
James Walkinshaw

Members Not Present

David Meyer

Staff Present via Electronic Participation

Kate Mattice, Executive Director
Matt Cheng
Andrew D’huyvetter
Allan Fye
Patricia Happ
Rhonda Gilchrest
Scott Kalkwarf
Melissa Walker
Aimee Perron Seibert
Steve MacIsaac

Rich Dalton (VRE)
Mark Schofield (VRE)
Greg Potts (WMATA)
Tim Roseboom (DRPT)
Beth Osborne (Transportation for America)

Opening Remarks

Chair Cristol welcomed everyone to the January 7, 2021 NVTC meeting. She stated that given the ongoing COVID-19 public health emergency, the meeting is being conducted electronically. This is possible because the governor signed into law on April 22, 2020 a legislative amendment to the budget bill to allow public bodies to meet electronically without a physical quorum present to discuss or transact the business statutorily required or necessary to continue operations of that public body. NVTC staff followed the procedures and guidelines in the legislation to give notice to the Commission, staff and the public.

Chair Cristol reviewed the procedures and instructions for the electronic meeting, including that all votes will be conducted by roll call vote. The only visual component of the meeting is the presentation slides which are being shown on Webex for Commissioners and on YouTube livestream for the public.

Chair Cristol stated that in light of yesterday's riot at the U.S. Capitol, she would like to recognize the transit workers, especially Metrobus and Metrorail workers, who safely kept the transit network running and provided a way for people to get out of the District of Columbia last night.

Commission Secretary Rhonda Gilchrest then called the roll and confirmed a quorum was present.

Chair Cristol reviewed the agenda and action items and suggested that the four Annual Leadership and Governance actions be done as a block vote. There will be a Closed Session at the end of the Agenda. Chair Cristol then welcomed guest speaker, Beth Osborne from Transportation for America.

Consent Agenda

Chair Cristol stated that there is one item on the Consent Agenda, which includes Resolution #2432: Finding Need to Conduct the January 7, 2020 Meeting Electronically (copy attached). Before the vote, Ms. Mattice reported that no public comments were received prior to the meeting.

Mr. McKay moved, with a second by Mr. Sullivan, to approve the Consent Agenda. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, de Ferranti, Ebbin, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Palchik, Smedberg, Snyder, Sullivan and Walkinshaw. (Mr. Bell did not participate in the vote as well as Mr. Reid and Mr. Turner, who arrived later in the meeting as noted in the minutes.)

Minutes of the December 3, 2020 NVTC Commission Meeting

Mr. Ebbin moved, with a second by Ms. Filler-Corn, to approve the minutes of the December 3, 2020 meeting. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bell, Bennett-Parker, Cristol, de Ferranti, Ebbin, Filler-Corn, Foust, Krizek, Letourneau, McKay, Palchik, Smedberg, Snyder, Sullivan and Walkinshaw. (Ms. Garvey did not participate in the vote.)

Meeting Summary of the December 7, 2020 Joint NVTC-PRTC Legislative Briefing

Mr. Bell moved, with a second by Mr. Ebbin, to approve the meeting summary of the December 7, 2020 Joint NVTC-PRTC Legislative Briefing. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bell, Bennett-Parker, Cristol, de Ferranti, Ebbin, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Palchik, Smedberg, Snyder, Sullivan and Walkinshaw.

Annual Leadership and Governance

Chair Cristol stated that without objection she will review the action items and following questions or comments from Commissioners, she will ask for a block vote of the four action items.

Recommended Slate of Officers for 2021. Chair Cristol explained that with the challenges of virtual meetings as well as welcoming 10 new Commissioners in 2020, the Executive Committee is recommending that the current slate of officers continue into 2021 with the exception of Dalia Palchik replacing Jeff McKay as secretary-treasurer. This approach was presented to Commissioners following the December 3, 2020 meeting for their comments or concerns. No concerns were received, although several comments of support were given by Commissioners. The recommended 2021 slate of officers is as follows:

Katie Cristol, Chair
 Canek Aguirre, Vice-Chair
 Dalia Palchik, Secretary-Treasurer

Selection of NVTC Representatives to Various Board. Chair Cristol stated that Resolution #2433 includes the continuation of current appointments to the WMATA, VRE and VTA Boards. The resolution affirms the appointments of the WMATA Board members and their terms. VRE Operations Board appointments are selected by each VRE jurisdiction and then appointed by NVTC. The 2021 appointments are as follows:

NVTC's WMATA Board of Directors**Principals:**

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

Alternates:

Canek Aguirre
Term expires 01-07-2025

Matt Letourneau
(NVTC Appointee)
Term expires 01-03-2023

Walter Alcorn
Term expires 01-04-2024

Virginia Railway Express (VRE) Operations Board**Principals:**

City of Alexandria:
Elizabeth Bennett-Parker

Alternates:

City of Alexandria:
Canek Aguirre

Arlington County:
Katie Cristol

Arlington County:
Libby Garvey

Fairfax County:
Walter Alcorn
Daniel Storck
James Walkinshaw

Fairfax County:
Jeff McKay

Virginia Transit Association (VTA) Board of Directors**Principals:**

David Snyder
Kate Mattice

Alternates:

Katie Cristol
Elizabeth Bennett-Parker

NVTC Committee Membership. Chair Cristol stated that the recommendation is to keep the appointments the same for NVTC's committee, including the Executive Committee, WMATA Committee, Legislative and Policy Committee, and the Program Advisory Committee. The committee assignments are as follows:

NVTC EXECUTIVE COMMITTEE

Chair, Katie Cristol
 Vice-Chair, Canek Aguirre
 Secretary-Treasurer, Dalia Palchik
 Legislative & Policy Committee Chair, David Meyer
 Program Advisory Committee Chair, David Snyder
 WMATA Committee Chair, Canek Aguirre
 General Assembly Member, Eileen Filler-Corn
Non-Voting Members:
 WMATA Principal Member, Paul Smedberg
 (Commonwealth Appointee)
 WMATA Principal Member, Matt Letourneau
 (NVTC Appointee)

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)
 Arlington County, Matt de Ferranti
 City of Falls Church, David Snyder
 City of Fairfax, David Meyer

NVTC LEGISLATIVE AND POLICY COMMITTEE

Chair, David Meyer
 Commission Members:
 (drawn from member jurisdictions in a representative manner)
 City of Alexandria, Canek Aguirre
 Arlington County, Libby Garvey
 City of Falls Church, David Snyder
 Fairfax County, James Walkinshaw
 Loudoun County, Matt Letourneau
Non-Voting Member:
 General Assembly Member, Adam Ebbin

NVTC PROGRAM ADVISORY COMMITTEE

Chair, David Snyder
 Commission Members:
 (drawn from member jurisdictions in a representative manner)
 City of Alexandria, Elizabeth Bennett-Parker
 Arlington County, Libby Garvey
 City of Fairfax, David Meyer
 Fairfax County, John Foust
 Loudoun County, Michael Turner

Designation of NVTC Signatories and Pension Trustees. Chair Cristol explained that approval of Resolution #2434 is an annual administrative requirement that names the newly appointed secretary-treasurer as a NVTC signatory for financial transactions exceeding \$5,000, as well as a member of the Pension Trustees. Ms. Palchik's name will be inserted into the final resolution.

Chair Cristol opened the discussion for comments or questions on any of the leadership and governance action items. Commissioners Garvey and McKay both stated that this approach is a good plan for the coming year. There were no objections to a block vote.

Mr. McKay moved, with a second by Ms. Filler-Corn, to approve the following block of actions, with a friendly amendment by Mr. Sullivan to add Action Item #D:

- A. Approve the Recommended Slate of Officers for 2021
- B. Approve Resolution #2433: Selection of NVTC Representatives to Various Boards
- C. Approve the Recommended NVTC Committee Membership
- D. Approve Resolution #2434: Designation of NVTC Signatories and Pension Trustees

The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bell, Bennett-Parker, Cristol, de Ferranti, Ebbin, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Palchik, Smedberg, Snyder, Sullivan and Walkinshaw. (Copies of the resolutions are attached.)

Year in Review and 2021 Transit Outlook

Chair Cristol introduced Executive Director Kate Mattice, who will provide an overview of NVTC's accomplishments during 2020, followed by guest speaker Beth Osborne, from Transportation for America, who will provide a national perspective on transportation issues in 2021 and beyond.

NVTC 2020 Year in Review. Ms. Mattice stating that looking back, 2020 had a momentous beginning with the General Assembly passing the omnibus transportation bill, which had so many positive elements for transit and transportation in the Commonwealth. However, there wasn't much time to celebrate because by March 2020 schools and workplaces started closing and people mostly stopped riding transit due to the COVID-19 pandemic. This resulted in huge losses in fare revenues for transit agencies and toll revenues for VDOT.

Ms. Mattice stated that NVTC had to quickly adjust how to work at the staff and Commission level with the shutdown. NVTC moved online for both teleworking and meeting virtually. She acknowledged the hard work of Melissa Walker, Rhonda Gilcrest and Matt Friedman for helping NVTC quickly and successfully pivot to online meetings. She also recognized NVTC's 2020 officers who helped the Commission get through a difficult year, while keeping the important work of the Commission moving forward during the pandemic. NVTC leadership helped to lead and shape the Commission's virtual environment and guided staff through many organizational accomplishments.

Ms. Mattice observed that while 2020 brought many changes to the Commission operations, it was also a different Commission as NVTC welcomed 10 new Commissioners and one alternate, including five new General Assembly members on NVTC.

Ms. Mattice stated that 2020 continued to be a strong year for financial performance. Not only did NVTC continue its decades-long streak with clean financial statement audits, staff also managed more than \$223 million in funding on behalf of the NVTC jurisdictions, more than \$25 million in the Commuter Choice program, as well as nearly \$180 million in funding for VRE. Behind the scenes staff also continued to manage the Northern Virginia regional gas tax revenues, other state assistance for the localities, as well as more than \$20 million in federal grants for Alexandria and Falls Church. All told, NVTC managed more than \$285 million in funding for its Northern Virginia jurisdictions and transit agencies. She recognized NVTC's financial management team of Scott Kalkwarf, Colethia Quarles and Brittany Sumpter for their fantastic work.

Ms. Mattice explained that beyond the dollars and cents, a lot of what NVTC does is to provide a venue for regional cooperation — NVTC connects Northern Virginia’s localities and represents the local governments in the larger Washington metropolitan region. For 2020, it was a year of accomplishments. First was NVTC’s support of WMATA and NVTC’s role in supporting the Northern Virginia jurisdictional voice on WMATA. The year started with some history making — NVTC appointing the first representative from Loudoun County to the WMATA Board of Directors. NVTC also worked to provide a unified Northern Virginia voice to the WMATA Board as it managed pandemic-related budget and ridership challenges. NVTC completed two key reports — one on Virginia’s 3% Cap as well as the annual report on the Performance and Condition of WMATA, pressing WMATA on strong financial management and improving customer confidence to restore ridership. She acknowledged the teamwork of Allan Fye, Andrew D’huyvetter, Zachary Smith and Dinah Girma.

Mr. Turner joined the meeting at 7:24 p.m.

Ms. Mattice also noted that NVTC led the way in helping its jurisdictions yet again manage a major shutdown of Virginia Metrorail systems. Going into 2020 the region was prepared for the shutdown of four Orange Line stations for the second year of Metro’s Platform Improvement Project, but due to the pandemic, WMATA decided to also shut the remaining five stations on the Silver Line to complete tie-in work between Phase 1 and 2. NVTC’s Matt Cheng helped lead the coordination effort between WMATA, the local governments and other entities like the Pentagon to make sure needed shuttle buses and other mitigation plans were in place. Obviously, with the pandemic there weren’t as many riders as there were during the 2019 shutdown on the Blue and Yellow Lines. She noted that Mr. Cheng is currently helping prepare for the next shutdown next month with the closing of the Arlington Cemetery Station and the Blue Line.

Ms. Mattice stated that the pandemic brought challenges for the Commuter Choice program as stay-at-home orders severely affected traffic volumes on – and revenues from - the toll lanes. For Commuter Choice on the I-66 Corridor, NVTC split the projects into two rounds, including a first round of low-cost, low-risk projects that can adapt to changes in commuting. It is anticipated that the Commuter Choice on the I-395/95 Corridor program will move forward as planned. NVTC’s Commuter Choice team of Ben Owen, Jae Watkins, Dinah Girma, Brittany Sumpter, Dan Goldfarb, Allan Fye and the consultants pivoted numerous times throughout the year on this high-profile program.

Ms. Mattice reviewed the highlights of the Transit Technology program in 2020, which included the rollout of the SmarTrip mobile app last year and the update to the Northern Virginia Regional Fare Collection Strategic Plan, which looks forward to immediate, near and long terms goals for fare collection in the region. NVTC’s Patricia Happ led a vast network of transit system experts from across NVTC jurisdictions and, the whole Washington, DC region, to keep these efforts coordinated and optimized. 2020 was also the year that the modeling and analytical strength of the Transit Resource Center was tested. Dan Goldfarb provided detailed analysis of the impact of the COVID-19 pandemic on travel patterns across Northern Virginia and on teleworking; Matt Cheng worked with Fairfax County and the City of Alexandria on ways to optimize their bus routes

through NVTC's TBEST (Transit Boardings Estimation and Simulation Tool) transit planning tool; and Dinah Girma continued to dive into and present the regional transit trends through NVTC's quarterly and annual transit performance reports.

Ms. Mattice concluded that while it might seem like the only news stories last year were about the pandemic, NVTC did manage to break through and highlight some of its programs in the news. NVTC was featured on television and radio and in print and online in 2020. Not surprisingly, reporters were interested in NVTC's Commuter Choice program and tolling. She also spoke to several reporters about the pandemic's impact on transit and the importance of continuing to invest in transit for the post-pandemic world. She acknowledged the work of Matt Friedman and Tenley O'Hara, who worked to keep a focus on the media and make NVTC's news clipping and social media efforts shine.

Ms. Mattice stated that the highlight of the fall was NVTC's incredibly successfully joint legislative briefing with PRTC where more than 160 representatives of business, cities and counties, trade associations, and interest groups, as well as members of the public, joined to hear legislative insights from U.S. Senators Warner and Kaine, Virginia Secretary of Transportation Valentine, and other transit leaders from throughout the region. NVTC's Matt Friedman, Zach Smith, Melissa Walker and Tenley O'Hara were instrumental in making this event a success.

Ms. Mattice stated that other NVTC highlights for 2020 include being a part of DASH's electric bus roll out; Fairfax County's autonomous shuttle launch; engagement with communications professional on crisis communication; leading conference sessions for the American Planning Association Virginia Chapter Annual Conference; and her discussion with the NOVA Chamber on the importance of transit to reopening this region after the pandemic.

Ms. Mattice noted a few awards. In 2020 two NVTC Commissioners were recognized for their exceptional work with the American Public Transportation Association (APTA) giving NVTC's longest-serving Commissioner Sharon Bulova the Distinguished Service Award and George Mason University's Shar School recognizing NVTC's past chair Matt Letourneau for his regional leadership. NVTC staff also received the Outstanding Public Transportation Marketing Award from the Virginia Transit Association (VTA) for a regionwide marketing campaign following the 2019 Metro station shutdown. She congratulated all the award winners, including NVTC's Melissa Walker, Matt Friedman and Jae Watkins.

Ms. Mattice stated that looking forward to 2021 there is no crystal ball, but NVTC is focused on the work to be done. Next month staff will be coming to the Commission with the proposed NVTC Work Plan which will include key deliverables for WMATA, Commuter Choice, transit technologies, regional analysis, and continued work on the Route 7 BRT. Staff is also looking forward to engaging with the General Assembly and Congressional partners to work to support the local and regional transit systems.

2021 Outlook: Guest Speaker, Beth Osborne, Transportation for America. Ms. Mattice stated that with changes in the White House and Congress, 2021 is shaping up to be a huge year for national transportation policy actions. She introduced Beth Osborne, the director of

Transportation for America, who will provide a national perspective on transportation and in particular transit issues that are near and dear to this Commission.

Ms. Osborne recognized that 2020 was a tough year, but she'd like to focus on what NVTC can be enthusiastic about as it moves into 2021. In particular with transit, there are a lot of things to look forward to and a lot that actually was accomplished over the last year. The Washington, D.C. region has made significant investments in high quality transit over the past decades. The COVID-19 pandemic turned everything upside down and many feared that as transit experienced empty buses and trains, Americans would stop supporting transit and assume it is unsafe and get used to not using it. Ms. Osborne stated that her organization is not seeing the COVID-19 pandemic dampening the public's enthusiasm for transit. For example, she looked at several transit ballot initiatives introduced over the last year and found that even though there was a pandemic 70% of the ballot initiatives passed, which aligns with pre-pandemic years. It would be perfectly understandable for people to want to pause investments in transit, but this hasn't happened and shows that people see transit as part of their future.

Ms. Osborne stated that before the pandemic there was a distinct line between what the federal government would pay for in transit (capital) while the states and local governments were in charge of paying for operations. Also, in past emergencies there weren't big federal investments in transit. However, early in the COVID-19 pandemic, there was a large amount of federal assistance (\$25 billion) that was provided to transit systems to keep the systems running. There was a general understanding that both rural and urban areas are dependent on transit.

Ms. Osborne stated that currently there are efforts at the federal level to talk about long-term investments in transit. There is a legislative effort by Representative Jesus "Chuy" Garcia (IL) to revisit the traditional 80/20 allocation split between highways and transit and look at investing equally in each. It has taken 40 years to reach this point, but in the midst of a pandemic there is a growing number of members of Congress who want to have this discussion. There is support for more robust transit from voters, the public and elected officials.

Ms. Osborne stated that it is important to think about the future of transit in terms of the communities in the economy and recognize that transportation, including transit, is a means to an end. The big question is after the pandemic is over will people be going places where transit can take them. Considering that transit most often takes people to work and there's evidence that many people won't be returning to the traditional workplace, it's safe to say that transit won't be able to only rely on the commuter moving forward. The future of transit may be other destinations besides work. Moving forward, transit systems will need to be creative in meeting the needs of its riders.

Mr. Reid joined the meeting at 7:45 p.m.

Ms. Osborne stated that the Commonwealth of Virginia is in a good position to take the lead on reimagining transit. She stated that the Virginia Department of Transportation (VDOT) already does transportation evaluation using GIS-based access essential services systems analysis, which Transportation for America helped create. Virginia is a national leader in pioneering this kind of analysis, which provides a way to look at how many services people can get to by all modes of

travel and can be used to evaluate investments in all modes of transit, as well as land-use changes. This analysis can help make transit most useful in a post pandemic era.

Ms. Osborne stated as everyone hopes the end of the pandemic is in sight, the question is how to get people back on transit. She cautioned that there will be change – someplace between everything changes and nothing changes. As transportation leaders, she encouraged Commissioners not to be subject to the whims of the system and reminded them that they have influence. She advised them to pay attention to the changes in travel and be prepared to serve all kinds of travel; to think about ways to attract people back to transit (confidence in safety of system, incentives, etc.); and to recognize people want transit options.

Ms. Osborne stated that as a supplement to the December 2020 relief bill, she expects there will be additional federal aid legislation, although the funding amounts will probably be less. She would not be surprised if the Biden Administration and Congress take up a stimulus bill as vaccines are deployed and to focus on rebuilding the economy. That will be the time to focus on what is the most helpful. Instead of funding existing programs, she suggested this might be the time to invest in generational improvements that will produce a more modern, productive, equitable, and greater transportation system. For example, Transportation for America recently released a proposal for a program that could replace, remove or reduce the impacts of the urban renewal highways that destroyed minority neighborhoods back in the 1960's, 1970's and 1980's and ensure that those harmed by the initial highways can participate in the benefits of the improvements.

In conclusion, Ms. Osborne stated that we should fully expect transit to survive and thrive, and it will be important as we walk into the challenge of a post pandemic era to recognize transit is wanted, needed and appreciated. It's just about weathering hopefully a "once in a century" disaster.

Chair Cristol thanked Ms. Osborne for her insights. Chair Cristol stated that the hope is that the Biden Administration and Congress will be more pro-transit and have a more favorable view of the connectivity between land-use and transportation. She believes that the new leadership at the U.S. Department of Transportation has an interest in the linkage between transit and land-use for reasons such as climate change, infrastructure and affordable housing. She asked how these things might play out.

Ms. Osborne responded that not much change is expected in the Senate, except for a recovery bill and emergency assistance for transit. The Senate is more focused on the status quo and that won't change even with a majority shift. There is more transit support from both parties on the House side. She stated that using access to jobs and access to essential services as the primary measures in modeling, land-use is automatically captured, and it shows that no transportation investment works well if everyone lives far away from everything they need. This creates congestion. By giving people the correct tools, they can see the lack of effectiveness of not using land-use policy, which makes it impossible to justify big expenditures without matching land-use policy. This is both true for transit and highways. Many of the current modeling tools don't consider effects of demand. Good tools and good information are needed.

Ms. Garvey asked for more details about the highway projects that destroyed minority neighborhoods and how to fix the problem. Ms. Osbourne gave more details of the work being done in New Orleans through a TIGER grant program, as well as several other successful projects throughout the country. She stated it is important to provide the right tools with updated modeling so informed decisions can be made.

Ms. Filler-Corn thanked Ms. Osbourne for her expertise and positive message. On behalf of the entire Commission, Chair Cristol thanked Ms. Osbourne for her presentation and insights.

Washington Metropolitan Area Transit Authority

Chair Cristol asked Mr. Smedberg and Mr. Letourneau to give their WMATA Board Member Report, followed by WMATA Committee Chair Aguirre. Before they began, Mr. Bell asked to be recognized to acknowledge that the public service announcements/commercials for WMATA's ongoing marketing campaign about safety and WMATA's response to the COVID-10 pandemic are very effective and well done.

Report from Virginia WMATA Board Members. Mr. Smedberg reviewed a number of recent WMATA Board actions, including adoption of the updated Metrobus Service Guidelines, approval of several Metrorail station name changes in Virginia and Maryland, and the execution of a joint development agreement at West Falls Church Station.

Mr. Smedberg stated that last month the WMATA Board authorized a public hearing on the GM/CEO's proposed FY 2022 Budget and FY 2022 – 2027 Capital Improvement Program. The proposed FY 2022 Budget included severe service changes and adjustments to close a projected budget gap of \$494.5 million. The GM/CEO's proposed FY 2022 budget did not anticipate any additional federal COVID-19 relief funding. However, Congress passed a new COVID-19 relief package before the new year, which included nearly \$14 billion for federally funded transit systems. In this region, WMATA, VRE, PRTC and MTA Maryland are eligible to receive a portion of the funding, which can be used for any operating and capital expenses related to COVID-19. The Federal Transit Administration is currently calculating this apportionment. Mr. Smedberg stated that the WMATA Board is discussing how the additional federal relief funding will impact WMATA's FY 2021 and proposed FY 2022 budgets. Although this funding is extremely helpful, it won't solve all WMATA's budget issues. More information and details are expected to be public next week Thursday at the WMATA Board's January 14th Finance and Capital Committee meeting.

Mr. Letourneau thanked Chair Cristol for acknowledging at the beginning of the meeting the hard work of WMATA employees yesterday during the incident at the U.S. Capitol. The Metro Transit Police were part of the emergency response team and there were many WMATA employees on the front line keeping the system running.

Regarding the federal stimulus funding, Mr. Letourneau stated that part of the discussion will be how much of the funding should be applied and when WMATA should use it. If it is used all at the beginning, it won't be enough to get through the fiscal year. Hard decisions by the WMATA Board will still need to be made, including whether to shift \$250 million of regular maintenance funds

from the operating budget to cover debt for the capital budget; the timing of starting service for the Silver Line Phase 2; and whether to include a 3% operating subsidy increase since WMATA received federal assistance while local governments did not.

In response to a question from Mr. Turner about the debt finance issue, Mr. Letourneau stated that the additional federal relief assistance is not enough to avoid layoffs and some service reductions. Since the funding would not last the entire fiscal year, the WMATA Board will need to discuss how to close the budget gap. Mr. Smedberg also noted that the Board is committed to not making previous mistakes of not funding preventative maintenance costs. Mr. Turner stated that he understands the difficult choices facing the WMATA Board, because it's a King Solomon type of decision – not funding important preventative maintenance versus destroying families through layoffs. He stated that these are extraordinary times and the stakes are high on both sides. Mr. Letourneau stated that the Board is waiting for additional information on the overall debt profile, so it is hard to evaluate the impact.

Mr. Bell asked about assumptions on ridership and revenues as the system recovers. Mr. Smedberg stated that it is hard to predict but WMATA expects a very gradual return of riders. Mr. Letourneau stated he doesn't have the ridership assumptions right in front of him but WMATA's budget assumptions include very conservative predictions. Bus ridership is higher than rail ridership. He is happy to provide more information to Mr. Bell off-line.

Chair Cristol asked if reintroducing fares on buses will have a meaningful impact. Mr. Smedberg stated that in general bus fare recovery is far less than rail fare recovery, which is what pays the bills. Mr. Letourneau stated that it should generate \$3-5 million in revenues, which every bit helps.

Mr. Snyder stated that he rode Metrorail yesterday to the District and was appalled at the number of protestors who did not wear masks on the trains. He appreciates the Metro employees who continued to provide service in a diplomatic way during that difficult day. He expressed his opinion that shutting down 19 stations and extending headways up to 30 minutes are bad ideas. These types of initiatives will further discourage riders from using the system.

Mr. McKay also gave a shout out to the Metro Transit Police. Notwithstanding what happened at the U.S. Capitol, the regional coordination of the network of emergency responders and transit providers worked well. He expressed his appreciation of Mr. Smedberg's and Mr. Letourneau's emphasis on new service, especially the Silver Line Phase 2. He stated that if the region wants people excited about using transit again, delaying the opening of the Silver Line Phase 2, which potentially could carry lots of people, would be a mistake. This service is critical to Virginia and the WMATA Board needs to understand the revenue potential of getting that line into service. Mr. McKay also noted the importance of building new relationships with the new administration. He encouraged WMATA to reach out to the new appointees.

Mr. Letourneau agreed on Mr. McKay's Silver Line comments. Loudoun County has 3,000 new federal employees moving to an Ashburn location starting this fiscal year, many of whom were expecting to commute via Metro. These types of economic development are occurring all throughout the Dulles Corridor and that is a growth opportunity for WMATA. This needs to be

part of any economic recovery discussion. Mr. Smedberg stated that WMATA staff is already reaching out to the incoming new administration.

Ms. Garvey expressed her support for the comments made about the Silver Line. She also asked if it would be appropriate for the chair to send a letter of commendation to Metro employees for their work yesterday keeping the system running. Chair Cristol stated that she would talk this thru with Mr. Smedberg and Mr. Letourneau.

Mr. de Ferranti asked about the new stimulus funds and if they can be used for the FY 2021 budget. Mr. Letourneau stated that the funds can help stabilize the FY 2021 budget and the debate for the FY 2022 budget is how much to apply and when versus using the funds up too quickly. The WMATA Board will be discussing this and has time to work out these types of issues since the budget won't be approved until March.

Report from the Chair of the NVTC WMATA Committee. NVTC WMATA Committee Chair Aguirre stated that the WMATA Committee will meet Thursday, January 21 at 6:00 p.m. to discuss the WMATA GM/CEO's Proposed FY 2022 Budget. At this meeting the committee will review comments to be relayed to the Commission for approval at its February Commission meeting. He also gave an update on the construction at the Potomac Yard Station site, which is progressing.

Transit Technology Program

Ms. Mattice stated that the proposed 2021 Northern Virginia Regional Fare Collection Strategic Plan articulates NVTC's vision for an enhanced regionally integrated fare collection system and identifies NVTC's role in supporting and coordinating implementation of fare collection initiatives in the region. Considerable progress and innovation have been realized since the adoption and implementation of the 2018 strategic plan. Moving forward, the 2021 plan will address new challenges and maintain a state of good repair while modernizing the regional fare collection system. The Commission was briefed on the strategic plan at the January meeting and action is being requested at this meeting. Resolution #2435 will accept the 2021 Northern Virginia Regional Fare Collection Strategic Plan to allow NVTC to continue its work with jurisdictions and seek outside funding on this important effort.

Ms. Mattice stated that the strategic plan articulates NVTC's vision for an enhanced regionally integrated fare collection system over the next several years. As technology changes rapidly, staff have proposed a Strategic Plan that provides flexibility to adapt to changing technology while continuing to maintain the existing fare collection systems. The strategic plan identifies a series of immediate, near- and long-term activities in which NVTC can support its jurisdictional transit systems in their own efforts as well as efforts to continue their integration with the WMATA fare payment systems.

Ms. Mattice thanked Patricia Happ, NVTC's program manager leading this region-wide effort through these rapidly changing times, as well as all the jurisdictional and transit agency staff that provided valuable insight and feedback to collaboratively develop this strategic plan. Ms. Mattice

noted that staff incorporated the feedback received from Commissioners at last month's meeting into the strategic plan.

Mr. Reid moved, with a second by Mr. Alcorn, to approve Resolution #2435 to accept the Northern Virginia Regional Fare Collection Strategic Plan.

Mr. Alcorn commended staff for this great work and stated that in the future he would like to see included a way to quantify customer demand and ridership interest when evaluating different actions. He stated that it is important to make sure NVTC is doing everything possible with the convenience of the riders in mind.

Ms. Garvey asked about the current fareboxes. Ms. Happ explained that the fareboxes are over 15 years old and way past their useful life. Currently the local transit systems are just trying to keep them running as WMATA leads the effort for a new replacement farebox procurement. WMATA recently finalized the contract for new fareboxes.

Mr. Snyder asked if the strategic plan applies to just bus or is rail also included. He also asked if data security and privacy issues are being thoroughly vetted as part of this process. Ms. Happ replied that the fareboxes are for buses and BRT, but mobile and SmarTrip are for both rail and bus. She assured Mr. Snyder that data security, privacy and cyber security are vetted with each individual initiative. In response to a final question from Mr. Snyder, Ms. Happ stated that the public can continue to use their SmarTrip cards as an option for the foreseeable future. The mobile app provides a few more benefits.

The Commission then voted on the motion to approve Resolution #2435 (copy attached). The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, de Ferranti, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Palchik, Smedberg, Snyder, Sullivan, Turner and Walkinshaw. (Prior to this vote, Commissioners Bell, Ebbin and Reid left the meeting and did not participate in any other votes.)

Commuter Choice Update

Chair Cristol noted that staff provided a written update on the Commuter Choice program. Ms. Mattice stated that next month staff will update the Commission on the I-395 Round Two call for projects which is currently open with applications due on January 29.

Virginia Railway Express

Chair Cristol introduced VRE CEO Rich Dalton, who will provide his regular VRE CEO report, and newly elected VRE Chair of the Operations Board Elizabeth Bennett-Parker, who will introduce the action item and one information item. On behalf of the Commission, Chair Cristol congratulated Ms. Bennett-Parker on her election as VRE chair.

VRE CEO Report and VRE COVID-19 Response. Mr. Dalton reported that VRE continues to operate at reduced service levels. He reviewed the measures VRE is taking to address the COVID-19 public health emergency, which include enhanced measures to be ready to welcome back riders. Mr. Dalton reported that average daily ridership for the month of December dipped below 1,000, primarily due to the holidays. On-time performance for the month of December was 96% systemwide.

VRE FY 2022 Budget. Ms. Bennett-Parker stated that Resolution #2436 will adopt the amended FY 2021 VRE Operating and Capital Budget and the recommended FY 2022 VRE Operating and Capital Budget and refer them to the jurisdictions for their review and adoption. The resolution also authorizes the executive directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding on behalf of VRE.

Ms. Bennett-Parker stated that the Commission received a detailed presentation on the budget at last month's meeting. Despite the challenges presented by the ongoing COVID-19 pandemic, the recommended budget is balanced, with no funding gap, and with all projected uses of funding in FY 2022 supported by reasonably expected sources of funding. The recommended FY 2022 Operating and Capital Budget totals \$185.9 million. The budget includes no changes to the jurisdictional subsidy allocation or passenger fares.

Ms. Bennett-Parker explained that in September 2020 the Operations Board directed staff to forego the VRE Master Agreement survey that is normally conducted in October each year. The Operations Board found the survey would be challenging to safely administer in the current environment and unlikely to produce reliable results on which to base an updated jurisdictional subsidy allocation for FY 2022. In place of an updated subsidy allocation calculation, the Operations Board directed staff to allocate the jurisdictional subsidy in FY 2022 using the same allocation percentages from the approved FY 2021 budget.

Ms. Bennett-Parker stated that given currently projected ridership levels and the desire to maintain a continuity of operations and high-quality service, the Operations Board also directed staff to recommend a balanced budget that does not achieve a 50% farebox recovery ratio. The budget achieves balance through the available emergency funding from DRPT and the CARES Act, rather than through higher fares, reduced service, or increased jurisdictional subsidy contributions.

Ms. Bennett-Parker moved, with a second by Mr. McKay, to approve Resolution #2436. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, de Ferranti, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Palchik, Smedberg, Snyder, Sullivan, Turner and Walkinshaw. (A copy of the resolution is attached.)

2021 VRE Operations Board Officers. Ms. Bennett-Parker announced that at its December 18, 2020 meeting, the VRE Operations Board approved the nominees for the 2021 VRE officers as recommended by the VRE Nominating Committee. Installation of the following new VRE officers for 2021 will occur at the January 15, 2021 VRE Operations Board meeting:

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

DRPT Report

Chair Cristol stated that DRPT Director Mitchell was unable to attend this meeting but asked Mr. Roseboom to give the DRPT Report. Mr. Roseboom encouraged Commissioners to read the written DRPT Report. He reported that last month DRPT adopted the FY 2021 Six-Year Improvement Program (SYIP), which included a slight increase in local operating assistance for FY 2021 and full funding of all WMATA funding obligations. This includes a \$15 million increase for WMATA that will come to NVTC on behalf of the jurisdictions for their WMATA subsidies.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reviewed several upcoming meetings, including the NVTC WMATA Committee meeting scheduled for January 21. She encouraged Commissioners to be on the lookout for NVTC's new marketing campaign which will go live later this month on WTOP and WAMU radio, social media sites, and streaming sites like Hulu.

Ms. Mattice noted that the Financial Report for November 2020 was provided to Commissioners in their meeting materials. There were no questions from Commissioners.

Closed Session

Chair Cristol reviewed the Closed Session procedures for the benefit of the listening public. She stated that the livestream will resume when the committee returns to Open Session. Ms. Cristol moved, with a second by Mr. Aguirre, the following motion to go into Closed Session:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A.1 of the Code of Virginia), the Northern Virginia Transportation Commission moves to convene a Closed Session to discuss a personnel matters regarding an appointee of the Commissions.

The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Palchik, Smedberg, Snyder, Sullivan, Turner and Walkinshaw.

The Commission entered into Closed Session at 9:11 p.m. and returned to Open Session at 9:22 p.m.

Chair Cristol moved, with a second by Mr. de Ferranti, the following certification:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

- 1) Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
- 2) Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.

The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, de Ferranti, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Palchik, Snyder, Sullivan, Turner and Walkinshaw. (Mr. Smedberg did not participate in the vote.)

Mr. Sullivan moved, with a second by Mr. McKay, to approve a limited waiver of the conflict for McGuire Woods, LLP arising out of its representation of JBG Smith Properties in matters related to the Crystal City VRE Station project. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, de Ferranti, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Palchik, Smedberg, Sullivan, Turner and Walkinshaw. Mr. Snyder abstained.

Adjournment

Without objection, Chair Cristol adjourned the meeting at 9:28 p.m.

Approved this 4th day of February 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer



RESOLUTION #2432

SUBJECT: Finding Need to Conduct the January 7, 2021 Meeting Electronically

WHEREAS: On March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 (“COVID-19”);

WHEREAS: In subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread;

WHEREAS: The Northern Virginia Transportation Commission finds that it has a responsibility to demonstrate to the public, through the Commission’s conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible;

WHEREAS: On April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize “any public body, including any state, local, [or] regional body” to “meet by electronic means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . ., provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and

WHEREAS: Several member jurisdictions of the Northern Virginia Transportation Commission have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, authorize regional bodies of which the locality is a member may meet electronically to transact business essential to the continuity of government.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Commission to assemble in a single location on January 7, 2021, to discuss and transact the business of the Commission listed on the January 7, 2021 Commission Meeting Agenda.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC that hereby finds that meeting by electronic means is authorized because the items on the January 7, 2021 Commission Meeting Agenda are statutorily required or necessary to continue operations of the Commission and the discharge of the Commission's lawful purposes, duties, and responsibilities.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC hereby finds that the items on the January 7, 2021 Commission Meeting Agenda are encompassed within the continuity of operations ordinances adopted by several member localities of the Northern Virginia Transportation Commission as essential to the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Approved this 7th day of January 2021.



Dalia Palchik
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2433

SUBJECT: Selection of NVTC Representatives to Various Boards

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2021 and their recommendations for members of the various boards:

WMATA Board of Directors:

Principals

Paul C. Smedberg

(Commonwealth Appointee) Term expires 01-07-2025

Term expires 01-04-2022

Matthew F. Letourneau

(NVTC Appointee)

Term expires 01-03-2023

Alternates

Canek Aguirre

Term expires 01-07-2025

Walter Alcorn

Term expires 01-04-2024

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2021 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Walter Alcorn

Daniel G. Storck

James Walkinshaw

Katie Cristol

Elizabeth Bennett-Parker

Alternates

Jeffrey C. McKay

Libby Garvey

Canek Aguirre

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2021 and their recommendations for members of the various boards:

Virginia Transit Association Board:

Principals

David F. Snyder

Katherine A. Mattice

Alternates

Katie Cristol

Elizabeth Bennett-Parker

Approved this 7th day of January 2021.



Dalia Palchik
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2434

SUBJECT: Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable Dalia Palchik has been elected secretary-treasurer of NVTC for 2021; and

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

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

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

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

Approved this 7th day of January 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer



RESOLUTION #2435

- SUBJECT:** Accept the 2021 Northern Virginia Regional Fare Collection Strategic Plan
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) continues to lead the planning and coordinating of fare collection improvements and initiatives among the Northern Virginia transit systems;
- WHEREAS:** The Northern Virginia transit systems include Arlington Transit (ART), City of Fairfax CUE, Alexandria DASH, Fairfax Connector, Loudoun County Transit, Potomac and Rappahannock Transportation Commission (PRTC)/OmniRide, and the Virginia Railway Express (VRE);
- WHEREAS:** Fare collection technology and innovation has drastically accelerated since the 2018 Northern Virginia Regional Fare Collection Strategic Plan and an update to the plan is necessary to address new challenges and maintain a state of good repair while modernizing the fare collection systems;
- WHEREAS:** NVTC continues to coordinate with the Washington Metropolitan Area Transit Authority (WMATA), a major partner and the backbone of the regional fare collection system SmarTrip, and to facilitate interconnectivity between all the transit systems;
- WHEREAS:** The 2021 Northern Virginia Regional Fare Collection Strategic Plan identifies 13 key actions by NVTC to: 1) support and coordinate fare collection initiatives for NVTC transit systems; and 2) provide input into WMATA fare collection modernization by supporting the study and development of upgrades; and
- WHEREAS:** NVTC has received and will apply for future Department of Rail and Public Transportation (DRPT) grant funding to: 1) provide technical assistance to the transit systems; and 2) coordinate upgrades and enhancements to existing fare collection systems.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission accepts the 2021 Northern Virginia Regional Fare Collection Strategic Plan to move forward with the actions of the plan.

Approved this 7th day of January 2021.

Dalia Palchik
Secretary-Treasurer

Katie Cristol
Chair



RESOLUTION #2436

- SUBJECT:** Adopt and Refer the Amended FY 2021 and Recommended FY 2022 VRE Operating and Capital Budgets to the Jurisdictions
- WHEREAS:** The Virginia Railway Express (VRE) Master Agreement requires the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) (the "Commissions") be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year;
- WHEREAS:** The VRE Chief Executive Officer has provided the VRE Operations Board with the Recommended FY 2022 Operating and Capital Budget within the guidelines developed in cooperation with the staff representatives of the local jurisdictions;
- WHEREAS:** The Amended FY 2021 and Recommended FY 2022 Budgets reflect the impact of the COVID-19 pandemic which began in March 2020 and has substantially reduced VRE's ridership;
- WHEREAS:** The VRE Operations Board found that a Master Agreement survey for the purposes of collecting rider data for subsidy allocation would have been challenging to safely administer in the current environment and unlikely to produce reliable results, and so the planned October 2020 survey was cancelled;
- WHEREAS:** The VRE Operations Board finds that the availability of additional operating assistance from the Department of Rail and Public Transportation and emergency federal funding through the Coronavirus Aid, Relief, and Economic Security (CARES) Act allows for VRE to supplement lost passenger revenues and achieve a balanced budget without requiring fare increases, service reductions, or increases in jurisdictional subsidy;
- WHEREAS:** VRE staff recommends a budget based on a service level of 32 daily revenue trains and average daily ridership of 6,000 trips;
- WHEREAS:** The FY 2022 Budget recommends no changes to current passenger fares, including the Amtrak Step-Up fare;
- WHEREAS:** The FY 2022 Budget recommends no change in the total jurisdictional subsidy contribution compared to the FY 2021 level, for a total amount of \$18,300,780; and
- WHEREAS:** The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY 2022 VRE Operating and Capital Budget in the following amounts and forwards this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$ 89,663,802
Capital Budget	<u>\$ 96,198,922</u>
Total Operating and Capital	\$185,862,724

BE IT FURTHER RESOLVED that NVTC does hereby adopt the amended FY 2021 Operating and Capital Budget in the following amounts:

Operating Budget	\$ 90,368,825
Capital Budget	<u>\$ 71,283,079</u>
Total Operating and Capital	\$161,651,904

BE IT FURTHER RESOLVED that having cancelled the October 2020 Master Agreement Survey, NVTC does hereby determine that the jurisdictional subsidy in the FY 2022 Operating and Capital Budget be allocated among the nine jurisdictions in the same proportions used in the FY 2021 budget.

BE IT FURTHER RESOLVED that given the availability of state funding and federal CARES Act funding to supplement lost passenger revenues, NVTC does hereby determine that it is in the best interests of the Commissions and the riders of VRE that the Amended FY 2021 and Recommended FY 2020 Operating Budgets do not achieve a 50% recovery of operating expenses from passenger fares.

BE IT FURTHER RESOLVED that given the current difficulty of accurately projecting future ridership, tax revenues, and other key inputs, NVTC does hereby determine that the usual six-year financial forecast shall be excluded from the FY 2022 Operating and Capital Budget, and staff will resume presenting such financial forecasts in future budgets when there is less uncertainty over the pandemic recovery and potential changes to commuting behavior.

BE IT FURTHER RESOLVED that NVTC does hereby authorize the executive directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY 2021 and FY 2022.

BE IT FURTHER RESOLVED that NVTC does hereby authorize the executive director of NVTC to submit to the Commonwealth the approved budget as part of the FY 2022 state aid grant application.

Approved this 7th day of January 2021.



Katie Cristol
Chair



Dalia Palchik
Secretary-Treasurer