

MINUTES
NVTC COMMISSION MEETING –MARCH 3, 2022
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Aguirre at 7:04 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
Nick Clemente
Katie Cristol
Matt de Ferranti
John Foust
Libby Garvey
Aimee S. Gilroy
Matt Letourneau
David Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
M. David Skiles
Paul Smedberg
David Snyder
Dan Storck (Alternate, Fairfax County)
John C. Tuck III
James Walkinshaw (*via electronic participation*)

General Assembly Members

Absent During Session

Adam Ebbin
John J. Bell

Members Not Present

Jeff McKay
Dalia Palchik
Mike Turner

Staff Present

Kate Mattice, Executive Director
Monique Blyther
Andrew D’huyvetter
Allan Fye
Rhonda Gilchrest
Adam Hager
Patricia Happ
Scott Kalkwarf
Ben Owen

Sophie Spiliotopoulos
Silas Sullivan
Ronnetta Zack-Williams
Melissa Walker
Aimee Perron Siebert (*via electronic participation*)
Alex Thorup (*via electronic participation*)
Rich Dalton (VRE)
Steve MacIsaac (VRE)
Joe Swartz (VRE)

Opening Remarks

Chair Aguirre welcomed everyone to the March 3, 2022 NVTC meeting and noted that the meeting is also being livestreamed for the public on YouTube.

Chair Aguirre stated that Mr. Walkinshaw is participating electronically due to a personal reason. He also noted that Mr. Storck will participate in the votes since he is serving as Mr. McKay's alternate. Commission Secretary Rhonda Gilchrest confirmed a quorum was present.

Ms. Mattice reported that NVTC received one public comment from a Fairfax County resident asking two questions: 1) When does WMATA anticipate submitting an updated service inspection plan to the Washington Metrorail Safety Commission (WMSC) for their review and approval to return 7000-series railcars to passenger service? and 2) When may Virginia riders anticipate 7000-series railcars will return to service to alleviate 20-minute headways?

Chair Aguirre observed that these questions can be answered directly from WMATA General Manager/CEO Paul Wiedefeld, who is present at this meeting. He welcomed Mr. Wiedefeld and thanked him for joining the Commission to give an update on WMATA.

New and Departing Commissioners

Oath of Office for New Commissioners. Chair Aguirre announced that NVTC was notified that Speaker of the House Todd Gilbert appointed four new members to NVTC: M. David Skiles, Nick Clemente, Aimee S. Gilroy and John C. Tuck III.

Chair Aguirre welcomed them and invited them up to the front to administer the ceremonial oath of office. Chair Aguirre administered the oath of office to Ms. Gilroy, Mr. Skiles, Mr. Clemente and Mr. Tuck and Commissioners welcomed them to NVTC.

Recognition of Departing Commissioners. Chair Aguirre reported that NVTC received notification that as of February 2, 2022 the appointments of Delegates Filler-Corn, Krizek, Reid and Sullivan to NVTC were expired. These four legislators joined NVTC at the same time in May 2020. During their time on NVTC, they championed NVTC's interests during the General Assembly, which was also during the unprecedented COVID-19 public health and economic crisis. They worked diligently to get major transportation legislation passed which has provided funding for the region's transit network, including WMATA, VRE and local transit providers.

Chair Aguirre noted that although the delegates were not able to attend tonight's meeting as they are busy down in Richmond, the Commission wants to acknowledge their service to NVTC, the region and the entire Commonwealth. NVTC looks forward to continuing to work with them in the future as they continue to serve as House Delegates. Resolutions of Commendation were prepared for all four delegates. He proposed the Commission vote on these resolutions as a block vote and there were no objections.

Mr. de Ferranti moved, with a second by Mr. Smedberg, to approve the Resolutions of Commendation for the Honorable Eileen Filler-Corn, the Honorable Paul Krizek, the Honorable

David Reid and the Honorable Richard Sullivan on their departure from NVTC. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Clemente, Cristol, de Ferranti, Foust, Garvey, Gilroy, Letourneau, Meyer, Skiles, Smedberg, Snyder, Storck and Tuck. A roll call vote followed for Mr. Walkinshaw who was participating electronically, and he cast an affirmative vote. The motion passed.

Minutes of the January 6, 2022 NVTC Meeting

Ms. Cristol moved, with a second by Mr. de Ferranti, to approve the minutes of the January 6, 2022 meeting. The vote in favor was cast by Commissioners Aguirre, Bagley, Cristol, de Ferranti, Foust, Garvey, Letourneau, Meyer, Smedberg and Snyder. Commissioners Alcorn, Clemente, Gilroy, Skiles, Storck and Tuck abstained. A roll call vote followed for Mr. Walkinshaw who was participating electronically, and he cast an affirmative vote. The motion passed.

Consent Agenda

Chair Aguirre stated that there are three actions on the Consent Agenda:

- A. Appoint Senator Adam Ebbin to the NVTC Executive Committee
- B. Authorize the Executive Director to Execute the Transit Recovery Marketing Campaign Agreements and Contracts
- C. Approve Resolution #2471: Approve the Submission of State Assistance Applications to DRPT

Mr. de Ferranti moved, with a second by Ms. Cristol, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Clemente, Cristol, de Ferranti, Foust, Garvey, Gilroy, Letourneau, Meyer, Skiles, Smedberg, Snyder, Storck and Tuck. A roll call vote followed for Mr. Walkinshaw who was participating electronically, and he cast an affirmative vote. The motion passed.

Washington Metropolitan Area Transit Authority (WMATA)

Presentation by the WMATA General Manager/CEO. Chair Aguirre introduced WMATA General Manager Paul Wiedefeld, who is present to update the Commission on WMATA issues and to bring NVTC up to speed on the challenges facing WMATA. Chair Aguirre noted that Mr. Wiedefeld was hired in November 2015 during a particularly difficult time in the agency's history. During his tenure Mr. Wiedefeld improved rail safety and reliability through SafeTrack, securing dedicated capital funding, accelerating WMATA's capital program to tackle to the state of good repair backlog, and steering the agency through the pandemic in partnership with labor leaders. After six years at the helm of WMATA, Mr. Wiedefeld recently announced that he will retire this summer. Chair Aguirre stated that as NVTC jurisdictions are the principal funding partners for WMATA here in Virginia, on behalf of the Commission, he expressed appreciation for Mr. Wiedefeld's service and taking the time to speak to the Commission.

WMATA General Manager/CEO Paul Wiedefeld thanked the Commission for inviting him to give an update on WMATA issues, including the impacts of the COVID-19 pandemic, the 7000-series railcars, the FY 2023 and FY 2024 budgets and his thoughts on Metro as he is retiring in July 2022.

Mr. Wiedefeld reported that in regard to the pandemic, keeping employees and riders safe is the number one priority. Employees are required to be vaccinated or tested weekly and currently WMATA is at a 97% compliance rate. Unfortunately, COVID-19 has taken a toll on WMATA as eight employees have died. WMATA has instituted several initiatives to keep customers and employees safe, including improvements to the air filtration systems, deep cleaning, etc., just as the other transit systems are doing across the country.

Mr. Wiedefeld stated that the most recent data shows that rail ridership is at 27% of pre-pandemic levels for weekday ridership and 50% for weekends. Bus ridership is at about 60% pre-pandemic levels for weekday and a little higher for weekends. The large portion of ridership loss is on rail peak period trips. Pre-pandemic, federal employees represented 40% of trips. This has had a significant impact on revenues since rail passengers generated the biggest percentage of revenue before the pandemic.

Mr. Wiedefeld stated that WMATA has not been running 7000-series railcars after an October 2021 derailment identified concerns about the wheelsets. Initial data shows that there are unique circumstances playing out and it's more complicated than first thought. WMATA is working with the National Transportation Safety Board (NTSB) and the Washington Metrorail Safety Commission (WMSC) to find the root cause and testing different theories for solutions, in order to solve the problem and mitigate future issues.

Mr. Wiedefeld stated that WMATA has focused on its Capital Program over the past years, although the program has slipped a little this past year due to supply issues, but WMATA is still on track to spend over 90% of capital funds. WMATA continues to make significant progress because of the dedicated revenue it received a few years ago which allowed WMATA to tackle state of good repair projects. One example of this is the platform improvement project.

Mr. Wiedefeld gave an update on the Silver Line Phase 2 project and the Potomac Yard Station, both of which are expected to open in 2022. WMATA is working closely with the Metropolitan Washington Airports Authority (MWAA), which is responsible for the construction of the Silver Line Phase 2 project. He stated that WMATA is getting closer to testing and accepting the project, but there are a few outstanding issues to resolve before WMATA can start the testing and training phase. He also stated that the Potomac Yards Station is expected to be completed in the fall of 2022. This station will benefit the entire region, including the Virginia Tech campus.

Mr. Wiedefeld gave an update on the FY 2023 Budget. He stated that the FY 2023 WMATA Budget is solid due to the federal aid received because of the pandemic. However, for FY 2024 the federal assistance will dry up and there will be a significant budget gap. However, WMATA received some good news today that Metro will be receiving another \$120 million in federal aid. This will reduce the projected FY 2024 budget gap from \$540 million to \$420 million.

Mr. Wiedefeld shared his personal view that this is a pivotal time for WMATA as the travel market has changed so much. WMATA's current financial model is based on strong Metrorail ridership

that is driven by peak period service and distance traveled. This is an opportunity for the region to reimagine what the transit network can be in the future. New technology will be an important factor. He believes this should be a regional discussion and should not just be determined by the agency.

On behalf of the Commission and the jurisdictional funding partners, Chair Aguirre thanked Mr. Wiedefeld for his six years of service to the region as he has led WMATA, especially during these past two years during the pandemic. Chair Aguirre noted that during the pandemic, bus ridership surpassed rail, returning closer to pre-pandemic levels. As the region starts to think about the FY 2024 fiscal cliff and the possibility of service cuts to continue operations, he asked what WMATA is looking at in terms of service cuts and what will be WMATA's strategy to ensure drastic changes are not made to bus service. Mr. Wiedefeld responded that WMATA had to look at these types of issues and potential dramatic service cuts for the FY 2022 Budget before federal aid was provided. He suggested that it is important to take a step back and think about what transit means to the region and what can be financially supported.

Mr. Letourneau observed that one of the confusing things for the public is that there has been a series of dates about the completion of the Silver Line Phase 2 project, but in reality WMATA is the only agency that can put out a date for when service will begin, which will be based on a timeline for testing and training, discussions with MWAA about outstanding issues, and WMATA taking delivery of the project. He asked Mr. Wiedefeld if anything has changed in WMATA's perspective about an opening date. Mr. Wiedefeld stated that he can understand some of the confusion about dates, because MWAA has different contractual dates with different contractors, which has nothing to do with WMATA. WMATA will not take possession of the project until it has determined that it is safe to do so and to protect the future financial investment of the region. MWAA still has things it needs to do, such as safety certifications and occupancy certifications. WMATA has roughly a 90-day window for what it needs to do to start service, and that 90-days has not started.

Chair Aguirre noted that there are some technical difficulties with the YouTube livestream, which staff is trying to resolve. Zoom is still working and recording so Mr. Walkinshaw is able to continue to participate. The recording will be available at the end of the meeting for those listening.

Mr. Alcorn stated that he appreciates Mr. Wiedefeld's comments regarding the challenges of setting a date for the Silver Line, but it is important to acknowledge the implications of not giving a date. There are a lot of business owners along the Silver Line that are depending on the line opening. Mr. Alcorn agreed that the financial model needs to be a regional discussion. He stated that it is important to remember that it's not just about fare revenue, but that jurisdictional subsidies also fund Metro service, which has to be part of the discussion. He personally thinks that a discussion of a dedicated regional funding source is needed. Mr. Wiedefeld stated that he agrees and at the end of the day, jurisdictions are paying a large portion of Metro service.

Mr. Walkinshaw thanked Mr. Wiedefeld for his service. Mr. Walkinshaw asked for more details about the 7000-series railcars and the root cause analysis and the details of a timeline of when the analysis will be completed. He observed that in Fairfax County, 20-minute headways are troublesome during a time where at least some federal workers are returning to the office and that should continue to increase over the next weeks and months. Mr. Wiedefeld stated that he cannot provide an exact timeline, but WMATA is investing its time focusing on finding the root

cause as soon as possible. Safety issues are driving the timing. He hopes WMATA can start testing theories of possible causes, but it will take time. WMATA will be monitoring wheel trucks in real-time to get data real-time. Currently, even with the reduced fleet of trains, Metrorail is below 50% capacity. However, he understands it is also a headway issue.

Mr. Foust stated that he was in construction for 30 years and involved in more complex projects than the Silver Line, and he just does not understand the delays and not having a set date, which allows people to plan and to manage the project to a completion date. He expressed his opinion that WMATA is on the wrong course if it's not scheduling completion. Mr. Wiedefeld stated that he agrees but WMATA does not control the Metropolitan Washington Airports Authority (MWAA), which is the agency building the line. WMATA has provided MWAA with the types of data it needs for completion. He believes MWAA and its contractors need to do their job, and they are getting closer to completion.

Ms. Cristol thanked Mr. Wiedefeld for his many visits to NVTC to discuss WMATA issues with the Commission and for his service to the region. She stated that she associates herself with Mr. Walkinshaw's comments and wants to articulate the nightmare of extended reduced service while people are returning to the office. It is not a problem of capacity, but a problem of getting people to return to transit. The long headways are a real issue. She stated that the region is finally at the point where people are deciding what means of transportation they will use to go back to the office, and to have 20-minute Metrorail headways will have a tremendous impact on their decision to choose transit, which will in-turn impact WMATA's ability to increase ridership. It's not a capacity problem; it's a ridership problem. Mr. Wiedefeld agreed that it is important to get headways down and the 7000-series railcars back in service.

Mr. de Ferranti thanked Mr. Wiedefeld for his six extraordinarily busy years of service. Given the situation with the 7000-series trains, Mr. de Ferranti asked what steps are being taken, particularly with the manufacturer Kawasaki, to ensure this issue won't happen again as WMATA procures 8000-series trains in the future. Mr. Wiedefeld responded that WMATA is not far along in the 8000-series procurement process, which is a new design and does not replicate the 7000-series railcar.

Ms. Garvey asked if WMATA's ridership recovery is similar to other transit agencies or if WMATA is an outlier. Mr. Wiedefeld explained that WMATA is a little bit of an outlier because of the federal workforce. 40% of pre-pandemic peak service was made up from the federal workforce. Ridership recovery growth for bus service is on trend across the country. Ms. Garvey thanked Mr. Wiedefeld for his years of service. She observed that when he came to WMATA, the ship was in danger of sinking and needed to be righted, and he did that, and now is in some rough waters again.

Mr. Skiles thanked Mr. Wiedefeld for his service. Mr. Skiles observed that traffic on the roadways and expressways are back to pre-pandemic levels but seeing peak periods very different than what was before the pandemic. He asked if WMATA has started to look at ridership trends for different times of the day and if the changes be long-term, as well as compiling data to help look at what the next decade will look like. Mr. Wiedefeld responded that WMATA is actively looking at different scenarios such as extended peak service, mid-day service, etc. Mr. Smedberg also added that WMATA is looking at reverse commuting. Mr. Skiles asked when any preliminary data

would be available. Mr. Wiedefeld stated that the data will be incorporated into the FY 2024 budget cycle. Mr. Letourneau stated that some data is available now, but it may be too soon to know how to use it. WMATA is reluctant to make fare changes based on the very evolving landscape, so it is important to watch and see what the new normal will be before making significant changes.

Mr. Meyer observed that the focus is concentrated on getting the 7000-series railcars back into service, but there are a number of other safety issues that have been identified. WMATA's oldest structures are 50+ years old and a significant portion of the rest of the system is 40 years old. He asked how WMATA will accommodate the oversight of these structures as well as address the immediate concerns of the 7000-series rolling stock. Mr. Wiedefeld stated that WMATA has an aggressive state of good repair program. These kinds of projects do impact services (the platform improvement project is a good example). Mr. Meyer stated that he agrees with Ms. Garvey that when Mr. Wiedefeld first came to WMATA, there was a long list of issues to tackle, and his legacy is that he has done a lot to improve WMATA over the past six years.

Mr. Storck expressed his appreciation for Mr. Wiedefeld's leadership. Since Mr. Wiedefeld is retiring and has decades of experience and knowledge, Mr. Storck stated that he would like to hear Mr. Wiedefeld's unvarnished opinion, observations and recommendations regarding Metro service before he retires. Mr. Wiedefeld stated that he plans to do that with the WMATA Board. He observed that the Metro system is one of the best systems in the country and the world. WMATA does have issues, but it is a great system and the support WMATA receives from the region, state and federal levels is phenomenal. For the future, it will be important not to lose that commitment. Mr. Storck asked for Mr. Wiedefeld's commitment to provide his thoughts regardless of the WMATA Board, because it is so important for NVTC and the region to hear directly from him.

Mr. Smedberg stated that the WMATA Board is planning a mini retreat with Mr. Wiedefeld to take advantage of his insights and look to the future, as well as what a new general manager should look like. He also noted that there a lot of people in this region that are transit dependent, which adds other issues that need to be looked at, such as equity issues.

Ms. Bagley asked Mr. Wiedefeld to speak to the electrification of buses and if revenue projections will impact the timeline for acquiring electric buses. Mr. Wiedefeld stated that WMATA is still committed to move in that direction although WMATA is looking at zero-emission buses as well as electric buses. He stated that it is important to understand that it's not just acquiring buses, but it will require major infrastructure to support this technology.

Mr. Snyder stated that he has seen some data on crime, and he asked what WMATA is doing to respond to this issue. Mr. Wiedefeld stated that WMATA is taking a hard look at this issue and is increasing visibility on platforms, trains and buses, as well as providing outreach to schools. WMATA is seeing Metrorail stations as a safe haven where people are coming for safety. Mr. Snyder stated that addressing the crime issue will be a critical factor to bringing people back to using transit.

Mr. Snyder asked about any other general ideas on what a new Metro business model would look like, with the assumption of the same level of funding. He expects many federal employees

won't go back to commuting every day. WMATA will need to confront these changes. Mr. Wiedefeld stated that on the rail side, WMATA is looking at how to manage service based on customer needs. There also needs to be a recognition that those people that don't use the system still benefit as transit provides a value to the region. One just needs to look at all the development around transit stations to see the value. Transit is part of the culture of this region, and it serves commuters, as well as tourists and visitors. It will be important to look at all this. Mr. Wiedefeld stated that from a pure business perspective, WMATA needs to look at operating costs (labor costs, fare increases, etc.) and beyond that, there are the policy issues (fare policy, development, advertising, etc.)

Chair Aguirre thanked Mr. Wiedefeld for his time with the Commission and for his years of leadership at WMATA.

[The technical difficulties with the livestream were resolved.]

Report from the WMATA Board Members. Mr. Letourneau stated that last month the Finance and Capital Committee conducted a work session on the FY 2023 Capital Budget and CIP. The proposed CIP continues WMATA's acceleration of the capital budget to address overdue state of good repair needs. The Infrastructure Investment and Jobs Act provides additional capital funding for WMATA thru the renewal of federal dedicated capital funding (PRIIA funding), increased formula funds and discretionary grant opportunities to address additional needs. As WMATA staff work through the details of the legislation, they will provide the WMATA Board with additional capital updates. For the moment, he stated that it is safe to say this additional federal funding will extend the lifespan of the regional dedicated capital funding.

Mr. Letourneau also reported that last month the Finance and Capital Committee received a quarterly fare evasion update. WMATA staff provided an update on WMATA's efforts to accurately detect and report fare evasion as well as current estimates of its occurrence. For Metrobus, WMATA uses automatic passenger counters and manually recorded counts by bus operators to estimate fare evasion on bus. For Quarter 2 of FY 2022, fare evasion was 34% systemwide. This breaks out to 42% in DC, 34% in MD and 6% in VA. This compares to pre-pandemic rates of 17% systemwide, breaking out to 22% in DC, 16% in MD and 2% in VA. For Metrorail, WMATA uses an assumed rate based on peer averages. This is not a reliable estimate for Metrorail and is likely an underestimate. WMATA continues to install new faregates at rail stations, which have sensors capable of recording fare evasion. Staff are currently validating this data. The combined revenue loss attributed to fare evasion for both modes was \$10 million in the first half of FY 2022 but is likely higher. Mr. Letourneau reminded Commissioners that state and local governments set the law regarding fare evasion, not WMATA. In 2019, the District decriminalized fare evasion, making it a civil fine. The civil fine, however, is currently unenforceable as there is no adjudication process which is pending regulatory action from the District of Columbia's Office of Administrative Hearings. He noted that as the region discusses the projected FY 2024 operating budget gap, it is important that the full scope and impact of fare evasion is understood. He reported that there was consensus of the WMATA Board to take a "deeper dive" and look at the issue, root causes, better data and a better discussion of can really be done to fix this issue.

Mr. Letourneau stated that there will be a work session on the FY 2023 Budget next week, which will include review of the public comments received on the budget. He stated that the WMATA Board still needs to make a decision on the add-value bonus fare proposal.

Mr. Smedberg gave a brief update on the search process for the new WMATA General Manager/CEO. It is an aggressive timeline and WMATA is using a well-regarded recruiting firm to help find the right candidate. He will continue to provide updates to the Commission.

Report from the Chair of the NVTC WMATA Committee. Mr. Alcorn reported that the NVTC WMATA Committee met in January to review comments on the Proposed FY 2023 WMATA Budget and NVTC staff submitted a letter of comments to WMATA in February. The next two NVTC WMATA Committee meetings are scheduled for April 21 at 6:00 p.m. and June 16 at 6:00 p.m.

Mr. Foust asked about projections for future budgets. Mr. Letourneau stated that as the WMATA Finance and Committee chair, he personally met with WMATA staff and did a deep dive look at future budget years. His personal opinion is that WMATA would have had budget problems in the future even without the pandemic. Personnel/labor costs drives the budget, so there is not a lot of flexibility with the budget. The current funding level won't support the size of the operation. Mr. Smedberg stated that there is no quick fix, and it will probably take three to four years to identify additional funding sources. There will need to be a lot of tough choices. Mr. Letourneau stated that the good news is that WMATA has opportunities, including the Silver Line Phase 2 opening. Mr. Alcorn stated that the NVTC WMATA Committee will be taking a deeper dive into some of these issues this year.

Report from the Chair of the Program Advisory Committee

Chair Aguirre stated that the Program Advisory Committee has been busy this past month. He asked Program Advisory Committee Chair David Snyder to give his report.

Mr. Snyder reported that the Program Advisory Committee (PAC) met on February 23 to discuss the Commuter Choice on the I-66 Corridor FY 2023 - 2024 project eligibility, the Envision Route 7 BRT project and two DRPT grant applications, all which will be discussed at this meeting. The Commission will be asked to take action on the two grant applications.

Commuter Choice I-66 Round Five (FY 2023 – FY 2024) Project Eligibility Results. Mr. Snyder reported that at its February 21 meeting, the PAC discussed a high-level programming approach for Commuter Choice on the I-66 Corridor for FY 2023-2024 funding. The PAC discussed how to prioritize projects to maximize long-term benefits to toll payers and performance certainty in light of limited program revenue and a ridership market that at this time remains challenging for commuter transit services.

Mr. Snyder explained that the PAC will reconvene in April, after scoring is complete, to consider a staff recommended Program of Projects for the Commission to consider based on the revenue anticipated to be available, which will be presented at the May Commission meeting. Approval

will be requested at the June meeting. Mr. Snyder asked Mr. Owen to provide more information the I-66 Commuter Choice eligibility results.

Mr. Owen stated that since there are new Commissioners, he gave a brief overview of the Commuter Choice program and the roles NVTC and the Commonwealth play in the project.

Mr. Owen explained that for this round for I-66 Commuter Choice for FY 2023 - 2024, the first step in the process is eligibility review. NVTC received 11 total applications from six applicants totaling \$23.1 million (which was decreased to \$22.3 million after confirming project details with applicants). The applications include five enhanced bus services, including renewals of service improvements funded in prior rounds (\$7.8 million); two rail capital improvements (\$7 million); one TDM strategy (\$0.7 million); and three access to transit projects (\$6.8 million). Nine of the 11 (\$21.8 million request) were deemed eligible and will be carried forward into the technical evaluation (and subsequent public comment). NVTC staff collaborated with DRPT staff, looking at each proposed project's anticipated benefits to toll payers as well as consistency with established program policy. He noted that one application was deemed ineligible, and one application was withdrawn. Staff conservatively anticipate a total of about \$12 million to be available to fund the two-year program.

Mr. Owen reviewed next steps which include moving into the technical evaluation of the nine eligible applications over the coming weeks. Staff will share the results with the Program Advisory Committee on April 14. Around that time the public comment period will open. It will be fully online and for the first time be produced in both English and Spanish versions of all materials. At the May 5 NVTC meeting, the Commission will be briefed on the committee-endorsed draft Program of Projects, with action being requested at the June meeting. The CTB is also expected to take action in June.

In response to a question from Mr. Skiles, Mr. Owen explained that pre-pandemic the I-66 Inside the Beltway toll revenues totaled \$15 million a year. Currently, with the reduced toll revenues it is approximately \$12 million for two years. NVTC does receive an annual \$5 million concessionaire payment from the I-66 Outside the Beltway project.

Transit Resource Center: Envision Route 7 Bus Rapid Transit (BRT) Update. Mr. Snyder stated that since its inception, NVTC has led the Envision Route 7 BRT project that when completed will provide high-quality, high-capacity transit service between Tysons and Mark Center in Alexandria, via Seven Corners, Falls Church and the East Falls Church Metrorail Station. He stated that this is a significant regional project inside the Beltway. He asked Mr. Fye to give a brief update on the project.

Mr. Fye stated that the project is currently in Phase 4-1 Mobility Study which will provide an analysis of traffic operations and impacts as well as include extensive public outreach focused on the City of Falls Church segment of the corridor. NVTC is planning a very robust engagement starting in the fall. Over the summer, the focus will be on technical work, collecting data, needs analysis, modeling work, etc. The Program Advisory Committee will receive another update at its April meeting.

Mr. Fye stated that NVTC staff is working closely with Fairfax County staff to look at possible implementation plans on how to actually get to the build phase. Currently the scope of work for

the implementation plan is being finalized. The effort is proposed to be jointly funded by Fairfax County and NVTC and will focus developing a strategic framework that will serve as a guide for NVTC staff and the Commission in the implementation of the BRT project; identifying and prioritizing the key funding sources for each stage of the BRT project and the applicable timeline for each funding source; and developing an interjurisdictional governance approach to guide the planning, implementation and operation of the BRT project. NVTC staff will be providing a complete briefing on this effort and seek approval to release a request for proposals for consulting services at the May meeting.

Mr. Fye stated that as this project will cross four jurisdictions (City of Falls Church, Fairfax County, Arlington County and the City of Alexandria), it will be important to make sure all their interests are being identified and represented. This project will also involve local financial commitments from the jurisdictions and it will be important to look at all the potential funding sources.

Chair Aguirre stated that as a resident of the City of Alexandria, he is excited for this project to move forward.

Resolution #2472: Approve the Submission of a Technical Assistance Application to DRPT for a Northern Virginia Regional Zero-Emission Bus Strategic Plan. Mr. Snyder stated that the Commission is being asked to approve Resolution #2472, which will provide authorization to apply for a FY 2023 DRPT technical assistance grant for \$480,000, of which 50% (\$240,000) would be covered by DRPT and the 50% local match (\$240,000) would be provided by NVTC member jurisdictions to conduct a multi-year Regional Zero-Emissions Bus Strategic Plan. The resolution would also authorize the executive director to enter into a Memorandum of Agreement (MOA) with NVTC jurisdictions to secure the required local match. He asked Ms. Happ to present more information about the grant request.

Ms. Happ stated that the NVTC Transit Technology program oversees the zero-emission bus (ZEB) effort. All NVTC transit partners and transit agencies are at some stage of planning zero- or low-emission implementation or transition. She stated that there is a tremendous amount of enthusiasm and interest in working together at a regional level to realize opportunities for economy of scale. This could include joint infrastructure, joint procurements, technical assistance opportunities, technology compatibility and joint funding opportunities. NVTC has launched a Zero-Emission Working Group to provide a regular forum for Northern Virginia partner agency staff to share information on ZEB plans, procurements, and funding; discuss opportunities to work together; and provide technical expertise from industry experts. Meetings will be held monthly beginning in March and will include technical and policy staff from Northern Virginia transit agencies and jurisdictions as well as DRPT and WMATA. Ms. Happ acknowledged Ronnetta Zack-Williams for her assistance in this ZEB effort.

Ms. Happ stated that NVTC is strategically positioned to lead a regional coordinated effort. Moving this forward requires a coordinated strategic plan and the goals of the plan will be to:

- Identify regional zero-emission strategic goals and objectives with a focus on realizing economies of scale;
- Leverage individual agency goals and plans as well as stakeholder input;
- Document strategies and priorities to achieve those strategic goals and objectives;
- Identify and leverage local, state and federal funding to accomplish the goals laid out in the strategic plan; and
- Identify short, medium and long-term action items for NVTC to achieve the plan's strategic goals and objectives.

Mr. Foust asked when staff expects the plan to be completed. Ms. Happ stated that if the grant is awarded, the funds will be available for FY 2023 (starting July 1, 2022) and the plan is expected to be completed within 12 months.

Mr. Snyder moved, with a second by Mr. de Ferranti, to approve Resolution #2472 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Clemente, Cristol, de Ferranti, Foust, Garvey, Gilroy, Letourneau, Meyer, Skiles, Smedberg, Snyder, Storck and Tuck. A roll call vote followed for Mr. Walkinshaw who was participating electronically, and he cast an affirmative vote. The motion passed.

Resolution #2473: Approve the Submission of a Technical Assistance Application to DRPT for a Northern Virginia Regional Bus Analysis. Mr. Snyder explained that the Commission is being asked to approve Resolution #2473, which would provide authorization to apply for a FY 2023 DRPT technical assistance grant for \$300,000, 50% (\$150,000) would be covered by DRPT and the 50% local match (\$150,000) would be provided by NVTC member jurisdictions to conduct a multi-year Northern Virginia Regional Bus Analysis. The resolution would also authorize the executive director to enter into a Memorandum of Agreement (MOA) with NVTC jurisdictions to secure the required local match. Mr. Snyder explained that this is an effort to be efficient and maximize the effort of analyzing the entire regional bus network in a systemic way, instead of each jurisdiction doing their own individual analysis. He asked Mr. Fye to provide more information about this grant application.

Mr. Fye explained that the work is on top of the work already done in the 2016 study, but a lot has changed since then in the transit world. Ms. Bagley asked about any coordination between the zero/low-emission bus strategic plan and this work. Mr. Fye stated that the work for both will be happening simultaneously so there will be coordination. In response to a question from Mr. Foust, Mr. Fye gave some more information about the 2016 study. He noted that there have been a lot of changes since 2016 so what may have made sense back then, may not necessarily make sense now. He stated that this work is not to dictate what the jurisdictions should do but is meant to be a guiding tool for the jurisdictions to use as they make decisions. In response to a question from Mr. Foust, Ms. Mattice stated that she meets at least quarterly with all the transportation directors of each jurisdiction to keep them informed about these kinds of issues. NVTC holds other regular meetings with other jurisdictional staff.

Mr. Snyder moved, with a second by Ms. Bagley, to approve Resolution #2473 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Clemente, Cristol, de Ferranti, Foust, Garvey, Gilroy, Letourneau, Meyer, Skiles, Smedberg, Snyder, Storck and Tuck. A

roll call vote followed for Mr. Walkinshaw who was participating electronically, and he cast an affirmative vote. The motion passed.

Report from the Chair of the Legislative and Policy Committee

Chair Aguirre observed that the 2022 General Assembly Session is coming to an end and will adjourn on March 12, 2022. Following crossover on February 15, the NVTC Legislative and Policy Committee met on February 17 and discussed the bills that survived crossover. He asked Legislative and Policy Committee Chair David Meyer to give a legislative update.

General Assembly Update. Mr. Meyer stated that of special concern to the committee was HB 90 (McNamara) and SB 451 (Boysko) which would eliminate the grocery tax and there is no plan to replace the loss of transportation funding from this grocery tax repeal. The estimated losses to the Commonwealth Transportation Fund (CTF) from the elimination of this tax is in excess of \$135 million annually and will remove one of the sustainable sources of funding for the CTF and, as a result, will deplete statewide funding for roadway maintenance, transit operations and many other transportation efforts that cannot be funded with federal money. Therefore, the committee directed staff to prepare a letter to Senators Saslaw, Howell and Barker urging them to identify a replacement funding source for revenues lost with the enactment of this legislation. Since the message of the letter was consistent with NVTC's approved 2022 Legislative and Policy Agenda, following review by committee members and NVTC Chair Aguirre, the letter was sent on February 21.

Mr. Meyer introduced NVTC's Legislative Liaison Aimee Perron Siebert to provide an update on what has happened over the last few weeks in the General Assembly. Ms. Siebert reported that HB 90/SB 451 has gone into conference to make the two bills identical. Conferees are Senators Boysko, Barker and Norment who are working on the Senate side and Delegates McNamara, Durant and Keam who are working on the House side. She and her counterparts have been lobbying for an enactment clause, which would be fairly benign language asking the Commonwealth Transportation Board to look at long-term transportation maintenance, operations, safety and constructions needs across all modes dealing with the sustainability of dedicated state transportation funding sources. She explained that it has been determined that there is enough funding to fill transportation needs for the current Six-Year Improvement Program (SYIP), both with federal and state funds. So, there is no "ask" for a dedicating funding source at this time, but it is important to get the acknowledgement that the dedicated funding source is being removed. The intent would be that the study would be completed by 2025 for consideration in the 2026 General Assembly Session.

Mr. Meyer asked if the legislation would allow local governments to retain a grocery tax at the local level. Ms. Siebert stated that she does not think so and there is no interest in replacing the transportation funding source this year. Ms. Garvey thanked staff and the committee for their quick turn-around getting the letter sent.

Mr. Snyder observed that there needs to be long-term predictability and funding through a steady revenue source for transportation. Transportation projects are long-term investments that need predictable funding. Mr. Meyer agreed and noted that infrastructure (bridges, roads,

sidewalks, transit systems, etc.) wear out and when the long-term revenue stream is cut, it then defaults to annual maintenance. Mr. Walkinshaw stated that he learned recently that due to the increases in labor and materials costs and bids, the Virginia Department of Transportation (VDOT) predicts it will do significantly less repaving and road maintenance efforts in Northern Virginia this year. Mr. Meyer stated that deferred maintenance actually exacerbates the overall costs.

Ms. Siebert also stated that Senator Ebbin's bill (SB 281) is continuing to move thru the legislative process. She also reported that Delegate Bennett-Parker's bill (HB 444) regarding Freedom of Information Act and electronic meetings came out of committee with a vote of 12-3 with some amendments.

Federal Update. Ms. Mattice stated that despite a continuing resolution that holds the Federal Transit Administration (FTA) formula transit funding at last year/pre-infrastructure levels, FTA just announced a round of competitive grant funding specifically for buses – including those that are low or no emissions. FTA was given the approval to front load the Lo-No Program and is making \$1.1 billion available for that program this year. FTA is also making available an additional \$372 million for bus and bus facility projects. She stated that these are competitive grant programs and a successful grantee for these funds will need to ensure they (and their transit system) meets a variety of federal transit administration requirements.

Ms. Mattice also announced that she has been appointed to the Legislative Steering Committee of the American Public Transportation Association (APTA) which will allow her to get first-hand industry access and connections that will continue to help the region understand the federal program guidance and regulatory changes. On behalf of the Commission, Chair Aguirre congratulated Ms. Mattice on her appointment.

Virginia Railway Express (VRE)

VRE CEO Report. Mr. Dalton reported that VRE on-time performance for the last several months have been above 90% (January 92% and February 95%). Winter weather impacted ridership in January, but it picked back up in February. VRE is seeing its highest ridership numbers this past week since the pandemic.

Mr. Snyder observed that WMATA is having to look at its business model and asked if VRE is doing similar analysis and what it is doing to seek new riders. Mr. Dalton explained that at its March 18 meeting the VRE Operations Board will be focusing on this issue. It is possible that by the fall of 2022 the region will know what the new normal looks like for transit. He will continue to update the Commissions on this issue as the VRE Operations Board tackles these challenges.

Department of Rail and Public Transportation (DRPT)

DRPT Director Mitchell stated that grant applications were due February 1, 2022 and DRPT is currently evaluating the applications. DRPT plans to present the Six-Year Improvement Program (SYIP) to the Commonwealth Transportation Board in April. She also announced that the Transit Service Delivery Advisory Committee (TSDAC) is scheduled to meet on March 11. TSDAC is

beginning a three-year review of the capital and operating funding process. A recommendation is expected to be submitted to the CTB by September 2022, so any changes can be incorporated into the next fiscal year grant cycle. She also reported that starting on March 14 the statewide “Discover Your Ride” marketing campaign will launch to encourage people to return to transit.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reported that her trips to Richmond during the General Assembly continue to be important. She also is focused on a greater engagement with the Council of Governments and the Transportation Planning Board leadership on opportunities for collaboration – from zero-emission buses (ZEB) to transit marketing to WMATA funding outlook. Some other highlights include her providing a Northern Virginia transit perspective to an online event hosted by the MetroNow coalition’s progress assessment of the Bus Transformation Project, engaging with the real estate community as a featured speaker for the Urban Land Institute’s DC office, and participating in the branding event for the new “The One” BRT along Richmond Highway in Fairfax County.

Ms. Mattice noted that NVTC and its priorities was featured and quoted in the Washington Post, Progressive Railroading, the Virginia Mercury, WTOP and ABC7. Staff are also working on highlighting some of the prominent women in NVTC history, during Women’s History Month in March.

Ms. Mattice reminded Commissioners that there is no April meeting, although there are two committee meetings in April: Program Advisory Committee meeting (4/14) and WMATA Committee meeting (4/21).

The December Financial Report and the January Financial Report were provided to Commissioners in the meeting materials. There were no questions from Commissioners.

Adjournment

Without objection, Chair Aguirre adjourned the meeting at 9:15 p.m.

Approved this 5th day of May 2022.

Canek Aguirre
Chair

Matt de Ferranti
Secretary-Treasurer



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable Eileen Filler-Corn on Her Departure from NVTC

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: The Honorable Eileen Filler-Corn was appointed to NVTC in May 2020 and served on the Commission until February 2022;

WHEREAS: The Honorable Eileen Filler-Corn is the first woman in the 400-year history of Virginia's Legislature to hold the position of Speaker of the House. She rose to this role after representing the 41st House District for a decade, making her the fastest person to ascend to the post. The 41st District includes parts of Fairfax, Fairfax Station, and West Springfield.

WHEREAS: The Honorable Eileen Filler-Corn now serves as the House Democratic Leader and serves on the House Education Committee; the House Agriculture, Chesapeake, and Natural Resources Committee; and the House Rules Committee.

WHEREAS: Leader Filler-Corn oversaw the House of Delegates during the COVID-19 public health and economic crisis, passing critical legislation to keep Virginians safe and put the Commonwealth's economy on the path to a strong recovery.

WHEREAS: During the 2020 General Assembly Session, Speaker Filler-Corn patroned the landmark transportation bill (HB 1414) which modernized transportation funding and highway safety. The legislation:

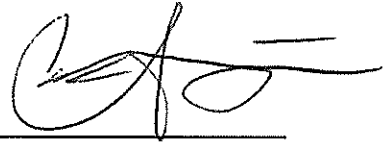
- Ensured the Commonwealth's transportation fund remains solvent;
- Supported critical transit and infrastructure projects, including Metro;
- Increased funds for local transportation projects and improvements across the Commonwealth;
- Generated an expected \$30 Million in additional funds for Northern Virginia transportation improvement projects;
- Established the Virginia Passenger Rail Authority, which will manage the Commonwealth's \$3.7 Billion Transforming Rail in Virginia Program over the next decade;
- Provided for a revitalization of Long Bridge, which connects Virginia to DC by rail, expanding passenger and freight capacity for VRE commuters and Virginia business;

WHEREAS: During the 2021 General Assembly Session, Speaker Filler-Corn helped to pass budget amendments to fund the revenue gap in the Commonwealth's portion of the \$500 million annual commitment to the WMATA Capital program, support transit incentives focused on fare and congestion reduction programs and expand and improve passenger rail in Southwest Virginia.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Eileen Filler-Corn for her service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Leader Filler-Corn as an expression of its gratitude and in appreciation for her work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 3rd day of March 2022.

A handwritten signature in black ink, appearing to read 'Canek Aguirre', written over a horizontal line.

Canek Aguirre
Chair



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable Paul Krizek on His Departure from NVTC

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: The Honorable Paul Krizek was appointed to NVTC in May 2020 and served on the Commission until February 2022;

WHEREAS: The Honorable Paul Krizek has served as a member of the House of Delegate since 2016, representing the 44th District which covers part of Fairfax County including the Mount Vernon area.

WHEREAS: During the 2020 and 2021 General Assembly Session, Delegate Krizek served as chair of the Appropriations – Transportation and Public Safety Subcommittee and under his leadership, he helped pass instrumental transportation funding legislation;

WHEREAS: During the 2020 General Assembly Session, Delegate Krizek voted for the landmark transportation bill (HB 1414) which modernized transportation funding and highway safety;

WHEREAS: During the 2021 General Assembly Session, Delegate Krizek was the chief patron of a budget amendment that allocated one-time general fund monies in FY 2022 to be allocated to the Northern Virginia Transportation Commission to be distributed using the current formula to localities to support Northern Virginia's FY 2022 operating obligation to Metrorail, Metrobus and MetroAccess services. Without these funds, the localities would have faced difficult budget decisions that could have threatened support for this important regional transportation service.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Paul Krizek for his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

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

Approved this 3rd day of March 2022.

A handwritten signature in black ink, appearing to read "Canek Aguirre", is written over a horizontal line.

Canek Aguirre
Chair



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable David Reid on His Departure from NVTC

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: The Honorable David Reid was appointed to NVTC in May 2020 and served on the Commission until February 2022;

WHEREAS: The Honorable David Reid has served as a member of the House of Delegate since 2017 representing the 32nd District, which includes much of the eastern portion of Loudoun County;

WHEREAS: During the 2020 and 2021 General Assembly Sessions, Delegate Reid served on the House Appropriations Committee, the Transportation Committee, and the Privileges and Elections Committee; and

WHEREAS: During the 2020 General Assembly Session, Delegate Reid voted for the landmark transportation bill (HB 1414) which modernized transportation funding and highway safety.

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

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

Approved this 3rd day of March 2022.

A handwritten signature in black ink, appearing to read "Canek Aguirre", is written over a horizontal line.

Canek Aguirre
Chair



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable Richard “Rip” Sullivan on His Departure from NVTC

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region’s transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: The Honorable Richard Sullivan was appointed to NVTC in May 2020 and served on the Commission until February 2022;

WHEREAS: The Honorable Richard Sullivan has served as a member of the House of Delegate since 2014, representing the 48th District which covers parts of Arlington and Fairfax Counties;

WHEREAS: During the 2020 and 2021 General Assembly Sessions, Delegate Sullivan served as chair of the House Democratic Caucus, a leadership role in which he worked with the Speaker of the House Eileen Filler-Corn and Majority Leader Charniele Herring to promote the goals of the House Democrats;

WHEREAS: During the 2020 General Assembly Session, Delegate Sullivan was a chief co-patron of the landmark transportation bill (HB 1414) which modernized transportation funding and highway safety. The legislation:

- Ensured the Commonwealth’s transportation fund remains solvent;
- Supported critical transit and infrastructure projects, including Metro;
- Increased funds for local transportation projects and improvements across the Commonwealth;
- Generated an expected \$30 Million in additional funds for Northern Virginia transportation improvement projects;
- Established the Virginia Passenger Rail Authority, which will manage the Commonwealth’s \$3.7 Billion Transforming Rail in Virginia Program over the next decade;
- Provided for a revitalization of Long Bridge, which connects Virginia to DC by rail, expanding passenger and freight capacity for VRE commuters and Virginia business;

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Richard Sullivan for his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

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

Approved this 3rd day of March 2022.

Canek Aguirre
Chair



RESOLUTION #2471

SUBJECT: Approve the FY 2023 State Transit Assistance Applications to DRPT

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To execute and file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY 2023 commencing July 1, 2022 in the amount of \$146.2 million in eligible local transit operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

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

- 1) To file applications to DRPT for grants of public transportation assistance for FY 2023 for capital expenses totaling \$42.9 million in costs to defray the costs borne by NVTC and its members for capital expenditures;
- 2) To revise the capital portion of the application to reflect refined estimates by the local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and PRTC and their members:

- 1) To file FY 2023 VRE applications to DRPT in the amount of \$58.4 million in eligible operating costs and \$5.2 million in eligible state costs for capital (\$134.7 million total costs);
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

NOW, THEREFORE, BE IT RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT) for an intern grant to help support NVTC's Transit Fellows Program for FY 2023 commencing July 1, 2022 in the amount of \$40,000, with the state share provided at 80%;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC:

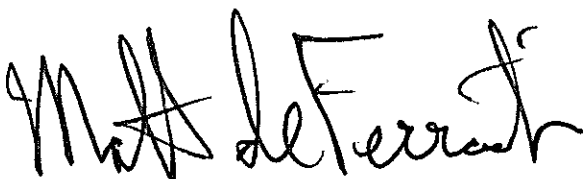
- 1) To accept from DRPT and execute the grant for WMATA capital and operating purposes per Section 33.2-1526.1 of the Code of Virginia in such amounts as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

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

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

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

Approved this 3rd day of March 2022.



Matt de Ferranti
Secretary-Treasurer



Canek Aguirre
Chair



RESOLUTION #2472

- SUBJECT:** Approve the FY 2023 State Transit Assistance Application to DRPT for a Northern Virginia Regional Zero-Emission Bus Strategic Plan
- WHEREAS:** At the request of Commissioners, NVTC seeks to prepare a Northern Virginia Regional Zero-Emission Bus Strategic Plan to assist Northern Virginia transit providers in assessing and implementing zero-emission bus (ZEB) programs, along with associated technology and infrastructure;
- WHEREAS:** In 2021, NVTC held a Zero-Emission Bus Symposium and a Commissioner Roundtable. Both events were enthusiastically received and built on the existing agency interest in developing regional capacity in ZEB;
- WHEREAS:** Employing strategic analysis at the regional level will allow transit agencies to achieve economies of scale and realize the benefits of ZEBs. Regional coordination and investing in compatible infrastructure are key elements of ZEB planning; and
- WHEREAS:** Realizing regional and agency goals requires careful strategic planning and a feasible long-term deployment strategy, and technical support and advanced tools are required for making planning and procurement decisions both at the regional and individual transit agency level.

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

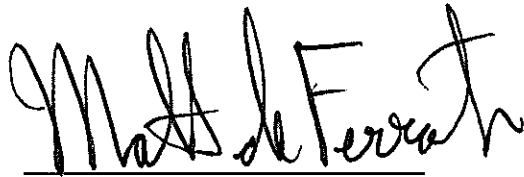
- 1) To file an application with DRPT under the Technical Assistance Program for FY 2023 in the amount of \$480,000, with state funds anticipated at 50%;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded;
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request; and
- 4) To enter into a Memorandum of Agreement (MOA) with NVTC jurisdictions to secure the required local match.

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

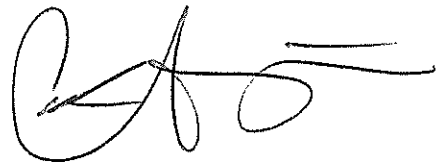
BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances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

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

Approved this 3rd day of March 2022.

A handwritten signature in black ink, appearing to read "Matt de Ferranti", written over a horizontal line.

Matt de Ferranti
Secretary-Treasurer

A handwritten signature in black ink, appearing to read "Canek Aguirre", written over a horizontal line.

Canek Aguirre
Chair



RESOLUTION #2473

SUBJECT: Approve the Submission of a FY 2023 Technical Assistance Application to DRPT for the Northern Virginia Regional Bus Analysis

WHEREAS: Northern Virginia Transportation Commission (NVTC) member jurisdictions provide local, express and commuter bus service, either through their own local transit agencies or through Metrobus, a vital mobility service that both supports Northern Virginia's economic growth and provides climate change-related benefits;

WHEREAS: Building upon previous analysis by NVTC in 2016, it is necessary and prudent to periodically re-examine bus transit service at a regional level to ensure a coordinated and collaborative approach to transit planning while leveraging regional economies of scale;

WHEREAS: The purpose of this study is to: 1) provide a regional context and analysis of existing and planned services by Northern Virginia's bus transit providers; and 2) serve as a complementary strategic planning resource for the Commission and its jurisdictional members;

WHEREAS: This study provides a macro level assessment of how bus systems are serving Northern Virginia by using the transit strategic plans (TSP) developed by individual transit service providers as well as other planning documents developed by NVTC member jurisdictions (capital improvement plans, local transportation/mobility plans, etc.);

WHEREAS: The study will 1) assess service gaps; 2) identify opportunities for coordination of service, including the identification of cross-jurisdictional high priority transit corridors; 3) identify opportunities for shared facilities and other infrastructure; and 4) provide a regional-level overview of existing and anticipated financial needs;

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

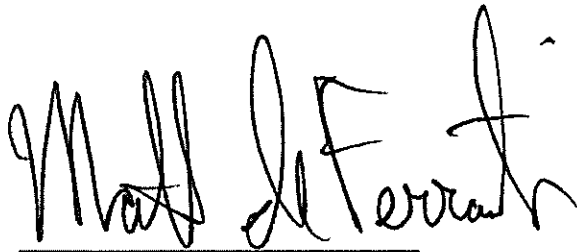
- 1) To file an application with DRPT under the Technical Assistance Program for FY 2023 in the amount of \$300,000, with state funds anticipated at 50%;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded;
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request; and
- 4) To enter into a Memorandum of Agreement (MOA) with NVTC jurisdictions to secure the required local match.

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


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

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

Approved this 3rd day of March 2022.



Matt de Ferranti
Secretary-Treasurer



Canek Aguirre
Chair