

**MINUTES**  
**NVTC COMMISSION MEETING –SEPTEMBER 1, 2022**  
**FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chair Palchik at 7:10 p.m.

Members Present

Walter Alcorn  
Sarah Bagley  
Nick Clemente  
Katie Cristol  
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) (*via electronic participation*)  
Adam Ebbin  
John Foust  
Libby Garvey  
Aimee S. Gilroy  
Matt Letourneau  
Jeff McKay  
David Meyer  
Dalia Palchik  
M. David Skiles  
Paul Smedberg  
Mike Turner  
James Walkinshaw

Members Not Present

Canek Aguirre  
John J. Bell  
Matt de Ferranti  
David Snyder  
John C. Tuck III

Staff Present

Kate Mattice, Executive Director  
Monique Blyther  
Genoveva Cutrell  
Andrew D’huyvetter  
Matt Friedman  
Allan Fye  
Rhonda Gilchrest  
Xavier Harmony  
Scott Kalkwarf  
Tenley O’Hara  
Ben Owen (*via electronic participation*)  
Sophie Spiliotopoulos

Aimee Perron Siebert  
Rich Dalton (VRE)  
Steve MacIsaac (VRE)  
Joe Swartz (VRE)  
Randy Clarke (WMATA)  
Greg Potts (WMATA)

### Opening Remarks

Vice-Chair Palchik welcomed everyone to the September 1, 2022 NVTC meeting and noted that the meeting is also being livestreamed for the public on YouTube. Unfortunately, Chair Aguirre is unable to attend, so she will be chairing this meeting.

Vice-Chair Palchik stated that DRPT Director DeBruhl is participating electronically via Zoom from Richmond under the provision of a member living 60 or more miles away from the meeting location. She also noted that Mr. Snyder sent his regrets that he cannot attend the meeting since he is out of the country. Commission Secretary Rhonda Gilcrest confirmed an in-person quorum was present.

On behalf of the entire Commission, Vice-Chair Palchik welcomed WMATA's new General Manager/CEO Randy Clarke to the meeting.

Ms. Mattice stated that NVTC received one public comment from a transit rider asking that more funding be provided for public transit such as Metro, buses and VRE so that her ride to work can be more convenient and take less time. The full text of the comment was provided to Commissioners prior to the meeting.

Ms. Mattice provided a preview of what will be a very active fall of Commission activities. She observed that there are many Commission items that have a nexus to Metro as well as the broader transit network in Northern Virginia. This fall, the Commission will be considering several major actions that will be important for efforts in the coming years. This is in addition to NVTC's normal budget, audit and performance review cycle – all of which will be coming to the Commission this fall and winter. She reported that staff will present the fifth Annual Report on the Performance and Condition of WMATA and expects that the findings and recommendations will be of great interest to the new WMATA General Manager. Staff will also present the annual report on Commuter Choice and launch the next call for projects for I-395/95. NVTC has invited DRPT and VDOT to present on the future opportunities for more reliable bus services as more Virginia highways are converted to Express Lanes.

Ms. Mattice stated that NVTC will be launching its zero-emission bus regional strategic plan and a regional bus service strategic plan – both efforts aimed at providing support to the region's robust transit bus network that is served by five local bus systems in addition to Metrobus. Staff will also continue to bring to the Commission trends and analysis on how transit is serving Northern Virginia, including an update on the value of Metro and VRE to revenues that benefit the entire Commonwealth.

Ms. Mattice also noted that this is the season for preparing the annual legislative agenda that articulates NVTC's state and federal legislative and policy priorities. This will be paired once again with the annual Joint Legislative Forum with PRTC on December 5, where participants will hear transit policy priorities from the Commonwealth, WMATA, VRE and PRTC.

Finally, Ms. Mattice stated that with more flexibility with all-virtual meetings, several upcoming committee meetings will be all-virtual, including the Program Advisory Committee and the Joint

Commission Working Group, both meeting on September 15, followed by the Legislative and Policy and WMATA Committees, both meeting on September 29.

Vice-Chair Palchik noted that the Commission has the option to hold the December 1 Commission meeting as an all-virtual meeting. She asked for Commissioners' preferences and stated that staff will follow-up with Chair Aguirre and the Executive Committee on this issue.

#### Minutes of the July 7, 2022 NVTC Meeting

Mr. Skiles moved, with a second by Mr. Alcorn, to approve the minutes of the July 7, 2022 meeting. Mr. Alcorn asked that the minutes be changed on page 6 to clarify that the WMATA Committee did not discuss WMATA Board member compensation but that they requested staff to include the topic as part of peer reviews of other transit systems.

The vote in favor to approve the amended minutes was cast by Commissioners Alcorn, Bagley, Clemente, Cristol, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Meyer, Palchik, Skiles and Smedberg. The motion passed.

#### Consent Agenda

Vice-Chair Palchik stated that there are two action items on the Consent Agenda:

- A. Authorize the Executive Director to Award the Contract for the "Value of Northern Virginia's Transit Network to the Commonwealth" Study
- B. Authorize the NVTC Pension Trustees to Sign the Amended and Restated Target Benefit Pension Trust Plan Document

Mr. Skiles requested that Item #3A be removed from the Consent Agenda for a separate vote. He needs to recuse himself on this item since the contract award relates to one of his clients.

Mr. Smedberg moved, with a second by Mr. Ebbin, to approve the Consent Agenda, which includes only #3B regarding the Pension Trust. The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, Cristol, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Meyer, Palchik, Skiles and Smedberg. The motion passed.

The Commission then voted on #3A regarding the contract award for the value of transit study. Ms. Cristol moved, with a second by Mr. McKay, to authorize the executive director to award the contract for the "Value of Northern Virginia's Transit Network to the Commonwealth" study. The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, Cristol, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Meyer, Palchik and Smedberg. Mr. Skiles abstained. The motion passed.

Mr. Walkinshaw arrived at 7:20 p.m.

### Washington Metropolitan Area Transit Authority (WMATA)

Vice-Chair Palchik once again welcomed WMATA's new General Manager/CEO Randy Clarke to NVTC to share his observations and vision as he takes over leadership of WMATA. She stated that Metro is a big deal to NVTC. NVTC was founded back in 1964 to help establish Metrorail. The region's cities and counties are the ones who receive and pay the Metro subsidies, which in FY 2023 was nearly \$400 million. The jurisdictions dedicate their local general funds and the regional gas tax for at least half of that amount every year.

Vice-Chair Palchik stated that NVTC appoints three out of the four Virginia members to the WMATA Board of Directors. The Commonwealth's appointee to the WMATA Board also serves as a NVTC Commissioner. The Virginia WMATA Board members (Paul Smedberg, Matt Letourneau, Walter Alcorn and Canek Aguirre) all work together to represent NVTC's jurisdictions to make sure Northern Virginia has a strong and effective voice on the WMATA Board.

Vice-Chair Palchik noted that NVTC Commissioners are the leaders of the NVTC jurisdictions – those are the cities and counties in Virginia that are served by Metro and, most notably, they are the ones that get the bill. On NVTC, they review all WMATA budgets, respond to system plans, and are engaged as Metro navigates good and bad times.

Vice-Chair Palchik assured Mr. Clarke that he has a solid partner in NVTC, and both Commissioners and staff are available to help when needed. She stated that Commissioners want and need WMATA to succeed as it provides important regional connections for the local bus systems, Bus Rapid Transit and VRE to keep Northern Virginia moving. Metro is vital to economic development in the jurisdictions and has helped major employers including Amazon, Northrup Grumman, Lockheed, Apple, Google, TSA and many others.

Vice-Chair Palchik recognized NVTC staff, under Kate Mattice's leadership, who are focused on NVTC's engagement with WMATA. NVTC staff manage local, regional and statewide funding that is used to pay Metro subsidies; conduct analyses on how Metro is serving Northern Virginia; provide technical support to the jurisdictions on Metro budget and other issues; and provide exceptional support to Virginia's WMATA Board members.

WMATA General Manager/CEO Presentation. Mr. Clarke thanked Commissioners for their warm welcome. He stated that Metro is the region's transit system and he is pleased to be the steward of that system. Metro is a joint ownership, and everyone shares the same outcome. WMATA is complicated with multiple jurisdictions but it does allow for amazing opportunities as the region really supports Metro. He stated that the region deserves a Metro system that works for the region and it's fair to say that right now, Metro is not working for the region. With that said, WMATA has momentum to move forward. The customer deserves a great transit system. Mr. Clarke then provided some background on his work experience and expertise.

Mr. Clarke stated that in his view, transit is the ultimate opportunity to connect. Economic development is based on access to Metro service. An example of this is the Silver Line corridor. A society to meet policy goals dealing with environmental outcomes needs great transit. Transit provides access to education, hospitals and doctors, future jobs, etc. He observed that there is

so much dynamic growth in this metropolitan region and the backbone of that growth is the Metro system. Mr. Clarke stated that he will be focused on being the customers' champion, so WMATA will be customer-first driven. WMATA needs to earn the customer's business. He stated that WMATA is working hard to increase service frequency and reliability. WMATA is working with the Washington Metrorail Safety Commission to get the 7000-series railcars back into service.

Mr. Clarke stated that the Silver Line Phase 2 and Potomac Yard are two major projects to the region. Unfortunately, there will be a significant shutdown in Virginia which will happen very soon. He thanked NVTC, DPRT, VRE and local transit providers who are coordinating mitigation efforts. The work being done will bring the region one step closer to opening the Potomac Yard Station. WMATA is also getting closer every day to opening the Silver Line Phase 2. He gave a brief overview of the work being done, which includes WMATA getting ready to start simulation testing.

Mr. Clarke also highlighted some of his other major initiatives that will focus on communication, public safety, fare evasion, and cleanliness of the stations. He wants to be a partner and collaborate. Transparency is important and he is open to having difficult conversations. WMATA will be more transparent moving forward. He encouraged Commissioners to ride the system and he extended an invitation for tours of the projects that are being funded by the region.

Vice-Chair Palchik stated that it is encouraging to hear words such as "transparency," "partnership," and "collaboration." She asked about an opening date for the Silver Line and Mr. Clarke responded that WMATA is getting closer by the day, but he cannot provide a date yet.

Mr. Alcorn stated that the NVTC WMATA Committee's work on the Annual Report on WMATA articulates its priorities for WMATA for this coming year. He observed that some of the things Mr. Clarke mentioned are already priorities in the report, such as:

- Rebuilding rider confidence through service restoration, improvements to safety and management culture, and addressing physical safety and security
- Enforcing fare evasion uniformly across the system
- Creating a simple and convenient fare structure
- Managing labor costs

Mr. Alcorn stated that it is also important to have a conversation about who runs what kind of bus service in Northern Virginia, and there needs to be a way to fix how Metrobus is funded. As Metrobus service has been reallocated across the region, Virginia keeps paying more subsidy for Metrobus while losing service. This is not sustainable for Northern Virginia. Lastly, there needs to be a new financial operating model at WMATA.

Mr. Turner arrived at 7:38 p.m. and joined the discussion.

Mr. Clarke stated that it is important to have a simple convenient fare structure, but currently WMATA has one of the most complex fare structures. In his opinion, fare recovery will never be what it was pre-COVID. WMATA will need to figure out how to fund the system. The WMATA

Board will be looking at a lot of optionality about service and fares to solve this challenge. The funding model needs to be sustainable and predictable. WMATA's bus redesign also needs to be a collaborative effort. Bus is just as important as rail.

Ms. Bagley asked Mr. Clarke to speak more on the upcoming shutdown, which will affect her constituents in Alexandria. She also asked if there will be an influx of 7000-series railcars to help provide some relief from the effects of the shutdown. Mr. Clarke responded that there are two parts of the shutdown. 7000-series railcars will be brought back on specific lines because they are easier to manage on certain lines as well as accessible to certain railyards. He understands the frustration, but it is complicated to bring the 7000-series cars back. He did assure her that WMATA is working hard to restore the 7000-series. Ms. Bagley stated that more information and updates are welcome, as well as any indications that progress is being made so customers will continue to have faith in the system. She also asked if there are contingencies in place if WMATA does not meet its goals to complete the shutdown work. Mr. Clarke stated that there are contingencies and WMATA will work as a team and can get back to her on specifics, but he expressed his commitment that WMATA will do everything it can to get the project done by the deadline. Ms. Bagley asked Mr. Clarke to speak to the Potomac Yard opening date. Mr. Clarke stated he cannot speak to a specific date at this point. This shutdown is the key to get to the opening date for Potomac Yard. Ms. Bagley stated that Alexandria is committed to being a good partner with WMATA.

Ms. Garvey thanked Mr. Clarke for his comments. She stated that Arlington County hopes the 16M Metrobus that travels down Columbia Pike is ready by March 2023 to extend down to Crystal City and Amazon. She asked Mr. Clarke to speak about WMATA's strategy to the General Assembly. Mr. Clarke stated that he and Chair Smedberg have already been to Richmond to have discussions with Secretary Miller and his leadership team to talk about the value of Metro. For him, it's all about collaboration, communication and relationships. Mr. Smedberg stated that on the federal level they have also met with U.S. Senators Warner and Kaine. He stated that Ms. Mattice's testimony at the Commonwealth Transportation Board was productive to educate them on the importance of transit. Mr. Smedberg stated that many of the General Manager's initiatives are issues that resonant with legislators and Secretary Miller.

Ms. Cristol observed that in the past local staff have been frustrated with getting things "unstuck" at Metro, such as the 16M Metrobus issue. She asked for Mr. Clarke's thoughts on bringing down those "silos." Mr. Clarke stated that WMATA staff is dedicated to serving the public and are on the frontline providing service. He did admit that WMATA does have a significant cultural silo. He is optimistic that WMATA will make significant progress on this through a process of a strategic transformation plan, which is hoped to be completed by January 2023. He wants WMATA staff to feel they have ownership in the organization. Vice-Chair Palchik stated that culture is the hardest thing to change but can be the most powerful.

Vice-Chair Palchik stated that for almost a year now, the Commission has been discussing the upcoming operating budget gaps, which are an area of great concern to many on the Commission. She asked if Mr. Clarke can speak to the FY 2024 budget. Mr. Clarke stated that he is cautiously optimistic that the WMATA Board will have enough options and funding to work through this next budget cycle for FY 2024. He stated that everything will be on the table for

discussion, including service and fare change options. Mr. Letourneau stated that for the FY 2024 budget, the WMATA Board will be very transparent about the budget options. There will be a budget gap that will need to be addressed.

In response to a question from Mr. Turner, Mr. Clarke stated that generally fare box recovery will not go back to pre-COVID levels. He is not saying this is good or bad. All transit systems are facing the same challenges. All WMATA partners need to agree on how to pay for Metro service. Mr. Smedberg stated that it is important to find out how customers will use the system in the future.

Vice-Chair Palchik thanked Mr. Clarke for his insights.

Report from the WMATA Board Members. Mr. Smedberg encouraged Commissioners to read the written materials for updates on recent WMATA Board items which include an amendment to the capital budget, findings of an investigation into the lapses in rail operator recertification, and updates on Metro's major Blue and Yellow Line construction project. Mr. Letourneau stated that the WMATA Board had an in-depth public discussion about the findings of the investigation. It is a step forward in being more transparent about how WMATA operates so these incidents don't happen again. Mr. Smedberg reported that recertification is at 100%.

Report from the NVTC WMATA Committee. Mr. Alcorn reported that at the last WMATA Committee meeting in July, the committee reviewed NVTC staff's proposed strategies to reduce the growth in costs and improve efficiencies for the 2022 Report on the Performance and Condition of WMATA. As earlier mentioned, the following proposed strategies are directed at WMATA:

- Rebuilding rider confidence through service restoration, safety culture and management reform
- Enforcing fare evasion uniformly across the system
- Creating a simple and convenient fare structure
- Increasing non-fare revenues
- Managing labor costs

Mr. Alcorn stated that the next two strategies are directed at NVTC:

- Conducting a study on the policy, funding, and other implications of Northern Virginia local transit agencies assuming the operation of Metrobus services in Northern Virginia.
- Creating a WMATA Funding and Reform Working Group to develop and recommend aligning expenses with revenues at WMATA with a focus on existing and new revenue sources.

Mr. Alcorn stated that NVTC staff will further develop these strategies for inclusion into the draft annual report chapter that will be previewed at the October Committee meeting. He also reported that at the mast WMATA Committee meeting NVTC staff provided an update on their research on Metrobus subsidy and service trends and had the following findings:

- Virginia is unique in the region where additions to bus service are mostly accomplished by local transit providers.
- Historically, the amount of Metrobus service provided across the region has been largely stable, but the distribution of this service has shifted away from Virginia over time with the pandemic.
- The way Metrobus subsidies are currently calculated does not adequately reflect how service has changed. Virginia is paying more for less service.

Mr. Alcorn stated that in preparation for the upcoming Bus Network Redesign effort, the WMATA Committee asked NVTC staff to work with jurisdictional staff and develop ideas for a new Metrobus formula and a way to pay for Metrobus service so that Virginia can speak with one voice on that phase of the Bus Network Redesign effort. He concluded by announcing that the next NVTC WMATA Committee meeting is scheduled for September 29 at 6:00 p.m.

### Commuter Choice

Vice-Chair Palchik stated that NVTC is about to embark on a new round of funding for the I-395/95 Commuter Choice program. As there are some new Commissioners since the last I-395/95 round, she asked Mr. Fye to provide an overview on the I-395/95 Commuter Choice program – a joint effort between NVTC and PRTC.

Mr. Fye stated that there are no actions being requested at this meeting. This is the start of NVTC's engagement as staff gears up for the next call for projects. Commuter Choice reinvests a portion of toll revenues from two Northern Virginia expressway corridors (I-66 Inside the Beltway and I-395/95) into multimodal transportation projects that benefit the respective corridor's toll payers. The I-395/95 corridor encompasses the full length of the 95 and 395 Express Lanes facility, and then some, from Spotsylvania County up to the D.C. line. NVTC and PRTC therefore have co-approval roles over the program, taking all actions on the program in tandem. Funding for the program comes from a portion of Express Lanes toll proceeds collected. Proposed projects must support improvement goals that closely relate to the nature of toll payer benefits – helping more people move more efficiently through the corridor, thus lessening congestion and creating viable alternatives to paying the tolls.

Mr. Fye stated that normally in either corridor there would be about \$30M available per two-year cycle – but the pandemic affected the two corridors differently. For I-66 – less revenue due to less peak-period travel and for I-395/95 – fewer project proposals in the last round due to uncertainty about travel patterns. Staff expects about \$45-48 million available for the upcoming I-395/95 funding round. NVTC staff have already begun talking with eligible applicants about capital projects they might pursue to provide long-lasting benefits to corridor commuters.

Mr. Fye stated that the Joint Commission Working Group (JCWG) serves as an intermediary between the two Commissions and program participants. The membership consists of six members (three each from NVTC and PRTC) representing jurisdictions in the corridor. The group meets in advance of major actions by the Commissions to discuss and deliberate what will be coming forth for full Commission consideration, for instance program policy changes and draft



project selections for funding. For NVTC, Jeff McKay (chair), Sarah Bagley and Libby Garvey serve on the JCWG. PRTC members are Tanesha Allen, Kenny Boddye and Jeanette Rishell. The JCWG plans to meet on September 15 at 4:00 p.m. The Program Advisory Committee (PAC) will also meet on the same day at 5:00 p.m.

Mr. Fye stated that at their October meetings, both NVTC and PRTC will receive a briefing on the call for projects, proposed policy changes and a request for action to approve the FY 2022 annual report for submission to the Commonwealth. In November, action will be requested to adopt any policy changes and approval to start the I-395/95 call for projects cycle. Next spring, both the JCWG and Commissions will receive regular updates throughout the program development process. Applications will be due in late January 2023.

Mr. Skiles asked about transit payments from the I-66 Outside the Beltway project. Mr. Fye responded that NVTC does receive annual I-66 Outside the Beltway Express Lanes concessionaire funds to augment VDOT's I-66 Inside the Beltway toll revenue payments for I-66 Commuter Choice. The initial Outside the Beltway payment to NVTC was \$5 million at the beginning of FY 2022 and the agreement includes escalation rates. He stated that he can provide Mr. Skiles with the exact percentage of the escalation rate but he estimates it between 2-3% annually.

#### Transit Resource Center

Vice-Chair Palchik stated that Commissioners have a written update on the Envision Route 7 BRT in the meeting materials. Ms. Mattice provided information about public outreach opportunities coming up. She reminded Commissioners that 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. The project is currently in the 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 Fall Church segment of the corridor. The first public meeting for this project phase, will begin this coming fall. Public outreach will kick off in September 2022 and will consist of two phases. The first phase will begin in fall 2022 and will focus on creating awareness about the Envision Route 7 project and seeking comments on the findings of the traffic analysis. The second phase will focus more on obtaining more general feedback on putting BRT on this corridor which will be helpful as NVTC looks to do more formal environmental analysis in the coming years.

Ms. Mattice reported that the first public meeting will be on Tuesday, October 11 at 7:00 p.m. at Meridian High School in the City of Falls Church. There will also be in person community pop-up events throughout the fall, along with geo-targeted social media campaigns. Vice-Chair Palchik asked staff to provide Commissioners with information about these pop-up events so they can inform their constituents about the events.

Finally, Ms. Mattice announced that NVTC has launched the Route 7 BRT Strategic Framework effort this week. This effort will provide important guidance, timelines and "to do" lists to make sure the Route 7 BRT can be successfully implemented.

### Legislative Update

Vice-Chair Palchik stated that the meeting materials include an update on TSDAC and federal issues. This fall the Legislative and Policy Committee will be drafting NVTC's annual legislative agenda. The Joint NVTC-PRTC Legislative Forum is planned for December 5. Also, staff continue to watch the federal appropriations process as NVTC's Route 7 earmark moves through the process.

### Virginia Railway Express (VRE)

VRE CEO Report. Mr. Dalton reported that for the month of July and August, VRE on-time performance was in the 87% range systemwide. VRE ridership continues to slowly increase with the month of July and August being similar to June at about 30-35% pre-COVID levels. He announced that today, September 1, is the first day of free fares for VRE for the month of September. Also, Governor Youngkin proclaimed the month of September as rail safety month for the Commonwealth of Virginia. VRE will have some pop-up events regarding safety. In response to a question from Ms. Cristol, Mr. Dalton provided some information about the free fares continuing for October for certain zones (1,2 and 3) affected by the Metro shutdown. Ms. Cristol observed that this is a good way for customers to try out the system.

Revised VRE Operations Board Electronic Participation Policy. Mr. Walkinshaw stated that as recommended by the VRE Operations Board, the Commission is asked to approve Resolution #2485, which will approve the revised VRE Operations Board Electronic Participation Policy to reflect Virginia Code amendments to the Virginia Freedom of Information Act that go into effect on September 1, 2022. The revised VRE Operations Board Electronic Participation Policy sets forth the instances when an Operations Board member may participate electronically in an Operations Board meeting and Operations Board committee meetings, and when the Operations Board and its committees may conduct all-virtual meetings and the associated procedures that apply. As the VRE Operations Board is a joint committee of the two Commissions, PRTC and NVTC must approve the Operations Board's Electronic Participation Policy.

Mr. Walkinshaw moved, with a second by Mr. Meyer, to approve Resolution #2485 (copy attached). The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, Cristol, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Meyer, Palchik, Skiles, Smedberg, Turner and Walkinshaw. The motion passed.

VRE FY 2024 Key Budget Issues. Mr. Walkinshaw stated that there is budget information in the meeting materials. The VRE budget will be brought to the Commissions in January 2023 for Commission approval.

### Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl stated that the Commonwealth Transportation Board (CTB) will meet September 20-21, which will include DRPT's recommendation regarding WMATA's annual

certification. She expects that to go smoothly. Director DeBruhl also reported that DRPT is launching a mid-cycle application for the Transit Ridership Incentive Program (TRIP).

Vice-Chair Palchik thanked Ms. Mattice for going to CTB to talk about transit in Northern Virginia. Although it didn't change the outcome of the funds being reduced, it did provide better understanding of what NVTC does. She asked Ms. Mattice to provide an update. Ms. Mattice stated that as directed by the Commission, she traveled to Blacksburg on July 20 to testify before the Commonwealth Transportation Board to highlight NVTC's and CTB's "shared interest in the health and sustainability of the Washington Metro System and to speak to NVTC's specific actions aimed at righting the Metro ship." She reminded CTB members of NVTC's role and relationship to Metro and of Metro's importance to the region in reducing traffic congestion and as an economic engine for the entire Commonwealth of Virginia. She also had the opportunity to speak with Secretary Miller and DRPT Director DeBruhl.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. Commissioners have a copy at their seats. It includes information about what NVTC staff have been doing over the summer, including highlighting some of the excellent work of the Transit Fellows.

Ms. Mattice reported that NVTC's marketing campaign wrapped up this week. Staff are waiting for the final statistics but so far, it has far exceeded earlier campaigns. The Spanish language advertising was well received and drove a significant number of visits to the Novarides website.

Ms. Mattice reminded Commissioners that the Program Advisory Committee and the Joint Commission Working Group meet on September 15. The Legislative and Policy Committee and the WMATA Committee meet on September 29. All four committee meetings are all-virtual meetings. The next NVTC Commission meeting is October 6.

Ms. Mattice proudly announced that NVTC's own Xavier Harmony was recognized by Mass Transit Magazine as one of their 2022 "40 Under 40" professionals. This is quite an honor for anyone in the transit industry and NVTC is proud to have Xavier a part of the team. Commissioners congratulated Mr. Harmony.

Ms. Mattice noted that the June 2022 Financial Report was provided in the written meeting materials. Commissioners had no questions.

Adjournment

Without objection, Vice-Chair Palchik adjourned the meeting at 8:49 p.m.

Approved this 6<sup>th</sup> day of October 2022.

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Canek Aguirre  
Chair

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Matt de Ferranti  
Secretary-Treasurer



## RESOLUTION #2485

**SUBJECT:** Approve the Revised VRE Operations Board Electronic Participation Policy

**WHEREAS:** Virginia Code (Freedom of Information Act §§ 2.2-3700 et seq.) permits members of a public body, such as NVTC and PRTC, as well as their committees, including the VRE Operations Board, a joint committee of the two Commissions, to participate in meetings through electronic means such as telephone and video conferencing subject to approval of a policy pertaining to such electronic meetings;

**WHEREAS:** Changes were made to the Virginia Freedom of Information Act as a result of action in the 2022 Virginia General Assembly;

**WHEREAS:** The newly passed legislation allows for VRE Operations Board to conduct all-virtual meetings;

**WHEREAS:** The VRE Operations Board Electronic Participation Policy should be updated to reflect the changes to the Virginia Freedom of Information Act;

**WHEREAS:** The revised VRE Operations Board Electronic Participation Policy has been presented for consideration; and

**WHEREAS:** The legislative changes also include a requirement that public bodies, such as NVTC and PRTC, must approve the electronic participation policies of their committees, which would include the VRE Operations Board Electronic Participation Policy because the Operations Board is a joint committee of the two Commissions; and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the revised VRE Electronic Participation Policy to reflect Virginia Code changes going into effect September 1, 2022, to the Virginia Freedom of Information Act.

Approved this 1<sup>st</sup> day of September 2022.

Matt de Ferranti  
Secretary-Treasurer

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Canek Aguirre  
Chair