

**MINUTES**  
**NVTC COMMISSION MEETING –DECEMBER 7, 2023**  
**FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Palchik at 7:02p.m.

Members Present

Canek Aguirre (*via electronic participation*)  
Walter Alcorn  
Sarah Bagley  
Matt de Ferranti  
Jennifer DeBruhl (Alternate, Commonwealth of Virginia)  
Adam Ebbin  
John Foust  
Libby Garvey  
Takis Karantonis  
Joseph Kornhoff  
Jeff McKay  
Dalia Palchik  
Catherine Read  
M. David Skiles  
Paul Smedberg  
David Snyder (*via electronic participation*)  
James Walkinshaw

Members Not Present

John J. Bell  
Aimee S. Gilroy  
Matt Letourneau  
John C. Tuck III  
Mike Turner

Staff Present

Kate Mattice, Executive Director  
Monique Blyther  
Genoveva Cutrell  
Andrew D’huyvetter  
Matt Friedman  
Allan Fye  
Rhonda Gilchrest  
Adam Hager  
Xavier Harmony  
Scott Kalkwarf  
Ann McGrane  
Tenley O’Hara

Ben Owen  
Vikram Sinhu  
Sophie Spiliotopoulos  
Melissa Walker  
Aimee Perron Siebert  
Rich Dalton (VRE)  
Steve MacIsaac (VRE)  
Joe Swartz (VRE)

### Opening Remarks

Chair Palchik welcomed everyone to the December 7, 2023 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube.

Chair Palchik stated that Mr. Aguirre requested electronic participation as he is travelling out of state for a family matter. Mr. Snyder also requested electronic participation as he is out of the country on business travel. Board Administrator Rhonda Gilchrest confirmed an in-person quorum is present.

Mr. Alcorn moved, with a second by Mr. de Ferranti, to approve Mr. Aguirre and Mr. Snyder's requests for electronic participation. The vote in favor was cast by Commissioners Alcorn, Bagley, de Ferranti, Foust, Garvey, Karantonis, Kornhoff, McKay, Palchik, Skiles and Walkinshaw. (Mr. Aguirre and Mr. Snyder did not participate in the vote.)

Chair Palchik stated that as 2023 comes to close, it's time to think about next year's NVTC leadership team. As a reminder, each January, NVTC approves a slate of officers, committee memberships and board appointments. She encouraged Commissioners who wish to change committee participation or wish to be considered for an officer or board appointment role, to let her or the executive director know as soon as possible. Proposed nominations for the 2024 slate of officers and appointments will be included in January meeting materials which will be distributed prior to the holidays. Commissioners were provided with a copy of NVTC's current committee assignments and board appointments.

Chair Palchik reminded the public that there will be a public hearing on the Work Plan at the January 4, 2024 meeting. Information on how to submit comments will be available on the [novatransit.org](https://novatransit.org) website.

Ms. Mattice stated that NVTC received two public comments this month, which were provided to Commissioners prior to the meeting. One comment was submitted by a member of the public expressing fare evasion concerns and requested NVTC to consider conditioning subsidy payments to WMATA on reduction in fare evasion and higher penalties. The Greater Washington Partnership also submitted comments in support of VRE Saturday service as proposed in VRE's FY 2025 budget.

### Minutes of the November 2, 2023 NVTC Meeting

Mr. Karantonis moved, with a second by Ms. Garvey, to approve the Minutes of the November 2, 2023 NVTC Meeting. The vote in favor was cast by Commissioners Alcorn, Bagley, de Ferranti, Foust, Garvey, Karantonis, Kornhoff, Palchik, Read, Skiles and Walkinshaw. Mr. McKay abstained. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

### Recognition of Departing Commissioners

#### Resolution of Commendation for the Honorable John Foust on His Departure from NVTC.

On behalf of the entire Commission, Chair Palchik recognized Mr. Foust, who did not run for reelection as the Dranesville Supervisor on the Fairfax County Board, where he has served for the past 16 years. Mr. Foust has represented Fairfax County on NVTC since 2009 and faithfully served on the Program Advisory Committee where he provided thoughtful insights, especially on the Envision Route 7 BRT project and the Commuter Choice program. Throughout his tenure on NVTC, Mr. Foust has been an advocate for the successful completion of both Phase 1 and 2 of the Metrorail Silver Line and other transit initiatives. Chair Palchik stated that NVTC is sad to see Mr. Foust leave NVTC and public service.

Mr. Smedberg arrived at 7:08 p.m.

Mr. McKay moved, with a second by Mr. de Ferranti, to approve the resolution commending the Honorable John Foust on his departure from NVTC. The vote in favor was cast by Commissioners Alcorn, Bagley, de Ferranti, Foust, Garvey, Karantonis, Kornhoff, McKay, Palchik, Read, Skiles, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

Chair Palchik presented a copy of the resolution and award to Mr. Foust. (A copy of the resolution is attached.)

Mr. de Ferranti stated that he grew up in the Dranesville District and noted that Mr. Foust has had a rock-solid commitment to public service. He also has appreciated Mr. Foust's consistency of great questions and comments at NVTC. Mr. de Ferranti thanked him for his leadership. Ms. Garvey stated that it has been a pleasure serving with Mr. Foust. Mr. Alcorn noted that at a separate meeting the Fairfax County Board of Supervisors spent an hour honoring Mr. Foust's accomplishments.

Mr. Foust thanked the Commission and stated that NVTC is a great organization and he is proud of the work the Commission has done, which is so important to the region.

#### Resolution of Commendation for the Honorable John Bell on His Departure from NVTC.

Chair Palchik also noted that Virginia Senator John Bell is retiring from public service and is departing NVTC, where he has been a Commissioner since 2020. Although he was not able to attend this meeting, Chair Palchik recognized Mr. Bell's service on NVTC, particularly, the Commission is grateful for his vote on the landmark transportation bill (HB 1414) in the 2020 General Assembly Session which modernized transportation and transit funding.

Mr. de Ferranti moved, with a second by Ms. Bagley, to approve the Resolution Commending the Honorable John Bell on his departure from NVTC. The vote in favor was cast by Commissioners Alcorn, Bagley, de Ferranti, Foust, Garvey, Karantonis, Kornhoff, McKay, Palchik, Read, Skiles, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

Resolution of Commendation for Nick Clemente on His Departure from NVTC. Chair Palchik stated that she would also like to recognize Nick Clemente for his service on NVTC from 2022 to October 2023 as an appointee from the House of Delegates.

Mr. de Ferranti moved, with a second by Chair Palchik, to approve the Resolution Commending Nick Clemente on his departure from NVTC. The vote in favor was cast by Commissioners Alcorn, Bagley, de Ferranti, Foust, Garvey, Karantonis, Kornhoff, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed. (Mr. Skiles was not in the room and did not participate in the vote.)

Chair Palchik stated that staff will make sure Senator Bell and Mr. Clemente get their resolutions and awards. Next month, NVTC will be welcoming at least one new Commissioner and maybe saying farewell to a few others depending on new appointments to NVTC.

#### SMART SCALE Presentation

Chair Palchik reminded Commissioners that NVTC submitted a letter to the Commonwealth Transportation Board (CTB) providing comments on the proposed SMART SCALE changes – focusing on the potential impact they would have the public transit projects as well as the limitations on larger jurisdictions with the number of applications they are allowed to submit. CTB met on December 4 and approved a series of changes to the program. Staff from the Office of Intermodal Planning and Investment (OIPI) were not able to attend this meeting, but DPRT Director Jen DeBruhl has offered to brief the Commission on the results of the CTB actions.

On behalf of the Secretary of Transportation and the Office of Intermodal Planning and Investment, Ms. DeBruhl gave an overview of the lengthy debate regarding the final SMART SCALE policy recommendations presented to the Commonwealth Transportation Board. She reviewed the action taken on the five staff recommendations:

- **Congestion factor** – staff recommended looking at congestion 10 years in the future in evaluating projects. The CTB voted to use 7 years instead of 10 years.
- **Economic development methodology** – staff recommended a forward-looking economic development measure. The CTB voted to accept the staff recommendation.
- **High Priority Projects (HPP) definition** – staff added language in their final recommendation that included bus rapid transit (BRT) and corridor improvements as being eligible for the High Priority Projects program (statewide funding bucket). The CTB voted to accept the staff recommendation.
- **HPP elimination of Step 2** – staff recommended to distribute all HPP program funds based on statewide rankings of SMART SCALE scores, rather than district-wide rankings. The CTB voted to accept the staff recommendation.

- **Mid-Level Application Tier Analysis** – staff recommended a three-tier application limit. The CTB did not accept the staff recommendation, so the application limit will stay the same (larger – 10, smaller – 4)
- **Weighting and typology factors:**
  - The CTB voted to remove land use as a scoring measure
  - The CTB voted to adopt revised factor weightings largely consistent with what NVTC recommended for Area Type A (NOVA)

Ms. DeBruhl stated that OIPI will be preparing a technical guide which will go into more detail on how the program will be implemented.

Mr. Skiles left the room at 7:21 p.m.

Chair Palchik asked for confirmation on the new numbers for the Northern Virginia region: safety (15%), congestion mitigation (45%), accessibility (25%), economic development (5%) and environmental quality (10%). Ms. DeBruhl confirmed that these numbers are correct.

#### NVTC's FY 2023 Audited Financial Statements and Compliance Reports

Chair Palchik stated that Commission action is requested to accept and authorize distribution of NVTC's FY 2023 Audited Financial Statements and Compliance Reports. She asked Mr. Kalkwarf to introduce the auditors. Mr. Kalkwarf introduced Mike Garber, a partner at PBMares, LLC., which is NVTC's audit firm, as well as the firm in charge of audits for VRE and PRTC.

Mr. Garber reported that he met with the Executive Committee, serving as the Audit Committee, prior to this meeting to give a more thorough presentation of the audit. He stated that the financial audit includes three opinions on the financial statements, internal controls and federal compliance. All three received clean or unmodified opinions, which are the highest that can be issued. Mr. Garber stated that Mr. Kalkwarf and his team did a great job and there were no journal entries or past adjustments.

On a personal note, Mr. Garber noted that he worked with Mr. Foust on several other agencies' audit committees and appreciated his comments and questions. It was a pleasure working with him.

Mr. Ebbin arrived at 7:26 p.m. as Mr. Skiles was rejoining the meeting.

Mr. Foust moved, with a second by Mr. Karantonis, to accept and authorize the distribution of NVTC's FY 2023 Audited Financial Statements and Compliance Reports. The vote in favor was cast by Commissioners Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, Kornhoff, McKay, Palchik, Read, Skiles, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

Chair Palchik recognized the importance of NVTC receiving another clean audit. NVTC has continued to have clean audits throughout Mr. Kalkwarf's 22-year tenure and NVTC's financial management is exceptional. She thanked Mr. Kalkwarf and his team – Colethia Quarles, Brittany Sumpter and Noman Sayed – for all their hard work dealing with very complicated allocation models, grant management, and internal controls to keep NVTC's finances strong.

NVTC FY 2025 General and Administrative Budget and 2024-2025 Work Plan

Chair Palchik noted that staff is presenting the preliminary FY 2025 General and Administrative Budget and Work Plan, which will both come back for action at the January meeting.

Ms. Mattice stated that staff anticipate FY 2025 to be a big year for two of NVTC's major focus programs. With the support of the Commission on the legislative agenda, staff anticipate that next fiscal year will be a big year to be documenting, analyzing and understanding the financial needs of the region's transit systems – not only WMATA, but also VRE and the other local systems – in advance of seeking a substantial request for dedicated and sustainable funding for these systems. NVTC's Envision Route 7 BRT planning efforts will also be in full swing. As such, the Executive Committee asked staff to scope out a junior level program analyst position to support these two main program areas. Staff estimate the impact to the FY 2025 budget to be \$98,000 and would increase the budget by 2.1%.

Mr. Kalkwarf gave an overview of how the budget is funded and the cost drivers. He noted that there is a 13% increase in health insurance costs, which is mostly attributable to inflation. There is also an increase in retirement contributions as NVTC has more senior staff, as well as in the past two years NVTC had the ability to apply forfeited non-invested pension funds back into the budget. He also reviewed some of the line items that have increased due to inflation costs. Mr. Kalkwarf then reviewed the revenue sources.

Chair Palchik stated that the Executive Committee discussed the budget option at several meetings and tonight took action to forward the budget with the additional program analyst position to the full Commission for their consideration. Mr. de Ferranti stated that after much discussion by the Executive Committee, the committee concluded that the amount of work that this position covers justifies the cost. Chair Palchik stated that part of the justification is the amount of work NVTC has contracted out rather than in-house. There is also a level of increased work with NVTC taking on an important leadership role regarding the Metro funding conversation. There is also the work associated with the Envision Route 7 BRT project and the importance of keeping this project moving forward.

Ms. Mattice then reviewed the draft Work Plan, which is all the work that NVTC staff will do January 2024 through June 2025. It is important for NVTC to have quick responses regarding Metro issues. NVTC is also doing important work on the Envision Route 7 BRT project, but at some point, the strategic future of that project needs to be determined. Chair Palchik reminded Commissioners that action will not be requested until January following a public hearing.

Ms. Garvey expressed her opinion that adding the new position is fine, especially in light of all the work going on in the legislature. Regarding the increase in health care costs, she suggested looking at pooling with a jurisdiction. Mr. Karantonis agreed that this position is important as one

of the biggest issues is to do a deep dive on the economic impact of transit to this region. Ms. Mattice stated that a new position would complement existing staff skills and experience.

Chair Palchik reminded the Commission that the budget will come back in January for action. She encouraged Commissioners to send any comments or concerns about the budget before the next meeting.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Palchik asked WMATA Board Chair Paul Smedberg and NVTC's WMATA Committee Chair Walter Alcorn to give their reports.

Report from the Virginia WMATA Board Members. Mr. Smedberg stated that WMATA General Manager/CEO Randy Clarke is expected to introduce his proposed FY 2025 budget next week. This budget will reflect his and the Board's fiduciary duty to put forth a balanced budget that is based upon known funding conditions and existing legal constraints to any increases in operating assistance. The tools available to management and the Board to balance the budget are limited to service reductions, fare increases, management savings, and increasing preventive maintenance expense transfers. With all that said, he stated that everyone should expect that this will be a very unpleasant budget proposal with severe service reductions. To make things more difficult, there is a timing challenge because the legislative calendar in Virginia and WMATA's budget process do not line up well. The challenge will be the timing of any General Assembly relief on re-baselining and the timeline for WMATA's budget approval. This doesn't even begin to get into the timing issues related to lay-off notices as laid out in existing labor agreements.

Mr. Smedberg explained that while the timing is challenging, if re-baselining the legislative 3% cap and providing additional funding are successful, then the WMATA Board can work towards and ultimately approve a very different budget, one that minimizes reductions to service, is fiscally achievable for the jurisdictions, and keeps ridership recovery going. There is an initial proposal for additional funding for WMATA from Maryland. He stated that there are two important things to remember: 1) the actual costs for funding jurisdictions will adjust many times throughout the budget process; and 2) proposals for additional funding are just that – proposals.

Mr. Smedberg reported that last month, the WMATA Finance and Capital Committee received a capital program outlook, which helps set the stage for the FY 2025 budget and helps illustrate the tradeoffs that funding constraints will create for the capital program. One of the tools available to the WMATA Board to help close the FY 2025 operating budget gap is maximizing the transfer of eligible preventive maintenance (PM) expenses from the operating budget to the capital budget. While this does not pose short term risks to the capital budget, it accelerates the exhaustion of that dedicated capital funding to FY 2028 or earlier. This sets up further constraints for the six-year CIP which is based around state of good repair and modernization work. If this transfer were to be pursued at its maximum again in FY 2026 then this puts programs like zero-emission bus and the new 8000-series railcars at risk.

Mr. Smedberg also spoke to WMATA's recent clean audit report (this continues a positive trend as WMATA has had clean audit findings continuously since 2015), first quarter performance

metrics, an agreement with DC for 24-hour Metrobus service, and FY 2024 first quarter year-to-date forecast, which shows favorability to budget. He also announced that WMATA began repressing the wheels on the 7000-series railcars to a new and improved standard. This will allow WMATA to resume regular maintenance intervals and gradually add more 7000-series railcars to service. Automated doors will be tested on the Red Line. Mr. Smedberg provided some information about the Inspector General's (OIG) office.

Report from the Chair of the NVTC WMATA Committee. WMATA Committee Chair Walter Alcorn announced that the next WMATA Committee meeting is scheduled for January 18 at 6:00 p.m. to begin discussions about the WMATA FY 2025 budget. The committee will then meet on February 15 at 6:30 p.m.

For the requested actions, Mr. Alcorn suggested combining both actions 7B NVTC Annual Report on WMATA and the related 7C Resolution #2523 into a single vote. There were no objections.

Mr. Alcorn recognized the hard work of the NVTC team – Andrew D'huyvetter, Adam Hager, Allan Fye and Ronnetta Zack Williams (no longer with NVTC) – for working so well with the committee and drafting the report and resolution. In addition, NVTC's communications teams – Monique Blyther, Matt Friedman and Nathan Varnell – were instrumental in helping prepare the look and feel of the report.

Mr. Alcorn then asked Mr. D'huyvetter and Mr. Fye to briefly present the report recommendations and the resolution. Mr. D'huyvetter stated that staff and the WMATA Committee have been working on this report for several months and the Commission received a briefing on the report last month. A draft of the entire report and a copy of the resolution is included in the meeting materials. This year's report is a call to action for NVTC and the General Assembly and highlights immediate priorities:

- Rebaselining will allow WMATA to reset their base budget and subsidy bill they send to Virginia to account for the detrimental impact of the pandemic on WMATA and the entire transit industry. This also protects NVTC jurisdictions from being penalized and having state aid withheld as the industry adapts to the ongoing ripple effects of the pandemic.
- Requesting additional state aid to help Virginia jurisdictions through the next two years while simultaneously engaging the region to finally secure long-term, sustainable, dedicated funding for WMATA. NVTC's Value of Transit study has documented that the transit systems in Northern Virginia conservatively generate \$1.5 billion for the General Fund every year and that the Metrorail system is almost \$1 billion of that. Simply put, the Commonwealth has a vested interest in helping ensure WMATA's long-term success.

Mr. Skiles left the meeting at 7:57 p.m. and did not return.

Mr. D'huyvetter explained that these priorities are also included in NVTC's 2024 Legislative and Policy Agenda. NVTC will be leading the way to educate, answer questions, and engage with the



General Assembly to make sure WMATA continues to succeed and drive the economic growth in Northern Virginia. While Virginia and the region take temporary actions to stabilize WMATA funding over next few years, the region must collectively develop long-term solutions. The mid- and long-term recommendations in the report provide a framework for Virginia and the region to develop long-term funding and accountability solutions.

Mr. D’huyvetter explained that staff are requesting two actions by the Commission tonight, which include authorizing the executive director to send NVTC’s 2023 Report on the Performance and Condition of WMATA to the Governor and the General Assembly and to approve Resolution #2523 to Affirm NVTC’s Near-Term Priorities for WMATA Funding.

Chair Palchik asked about the recommendation regarding coordinating an audit advisory committee. Mr. D’huyvetter explained that currently each funding jurisdiction has the right to audit WMATA. From WMATA’s perspective, this can be multiple requests for the same information and that can be a challenge and a strain on WMATA’s staff resources. NVTC is advocating for coordination with an audit advisory committee made up of jurisdictional finance staff.

Mr. Kornhoff left the meeting at 8:02 p.m. and did not return.

Mr. McKay stated that one of the mid- to long-range recommendations (page 14) is to implement Office of the Inspector General (OIG) findings to improve controls and governance and explore alternative retirement plans. He asked, given this last year’s instability within the OIG, what is NVTC actually asking to implement. He asked what confidence is there that the OIG is working. Mr. Smedberg stated that all the OIG’s work plans, investigations and audits continue. There are some issues in management and judgement that need to be addressed. He can’t speak about some of the legal issues. Mr. McKay asked if NVTC is comfortable with the report language based on current OIG operation. Mr. Smedberg stated that the OIG findings are their findings. He provided more information about the current OIG status under the interim inspector general. Mr. McKay stated that the sooner it is settled, the better it is to be able to build the public’s confidence. Ms. Garvey stated that it would be helpful to hear more information about the OIG if it’s made public. Mr. Smedberg stated that WMATA will conduct a national search for a new inspector general outside of the D.C. federal bubble.

In response to a question from Ms. Bagley, Mr. Smedberg provided more information about the Maryland funding proposal. Mr. Walkinshaw stated that the report is impressive work. He stated that for years he has been asking but no one has been able to explain how changes to the Wolf Act would actually reduce costs. The arbitrators can now take into account the jurisdictions’ ability to pay. However, the District, Maryland and Virginia’s ability to pay is effectively unlimited because they have broad taxing authority. He noted that the report’s footnotes are really good. The LaHood report had several recommendations that were not implemented by WMATA. It is important to clarify that they are minor and were in the context of WMATA’s labor costs, which are comparable and at the national average for large transit agencies. He doesn’t want there to be a take-away that there is big money to be realized if the LaHood recommendations were implemented. He asked how the 50/50 state match was determined. Ms. Mattice stated that current Virginia Code limits state funding to not more than 50% of Virginia’s total annual WMATA

subsidy. Historically, the NVTC jurisdictions have been closer to 40% in their use of state aid to support their total WMATA subsidy bill.

Mr. Snyder asked about the opportunities for NVTC and the public to weigh in on the upcoming WMATA budget. Mr. Fye stated that there are already two WMATA Committee meetings scheduled in January and February to have healthy discussions about the budget. NVTC staff will do preliminary analysis prior to the January meeting. Mr. D’huyvetter stated that WMATA will have a public comment period. Chair Palchik encouraged Commissioners to attend the January 18 WMATA Committee meeting.

Mr. de Ferranti asked with the Maryland proposal if this would prompt the District to act. Mr. Smedberg stated that Metro is critical to the District and they will also be diving into the budget. Mr. de Ferranti asked if there is a way to package the next cost management steps. He will engage with the executive director on this.

Mr. Alcorn moved, with a second by Ms. Garvey, to authorize the executive director to send NVTC’s 2023 Report on the Performance and Condition of WMATA to the Governor and the General Assembly and to approve Resolution #2523 to affirm NVTC’s near-term priorities for WMATA funding.

Mr. Ebbin asked about the fifth whereas clause of the resolution, and if revenue/ridership was on upswing prior to the pandemic. Mr. Smedberg stated that it was. Chair Palchik stated that the chart on page 43 in the report provides more ridership information.

The Commission then voted on the motion. The vote in favor was cast by Commissioners Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

Mr. Alcorn left the meeting at 8:25 p.m. and did not return.

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

Chair Palchik stated that as Legislative and Policy Committee Chair Aguirre is participating virtually, he has asked that the executive director give the legislative report. Legislative Liaison Aime Perron Seibert will also give a state of play following the November election and leading up to the 2024 General Assembly Session. This will be followed up by the Legislative Forum Event Coordinator, Genoveva Cutrell, who will give a brief recap of the event.

Ms. Mattice reminded Commissioners that the February 1 Commission meeting will be in Richmond and include a reception with legislators following the meeting. This will be a great opportunity to meet with newly elected legislators. NVTC has also created legislative district maps for both the House and Senate that are available showing available transit services in those districts. She thanked PRTC and VRE for helping to support the printing of these maps.

Ms. Mattice stated that the final version of the 2024 Legislative and Policy Agenda is being presented for action. The document it reflects the priorities that were presented last month with some updates for grammatical consistency and the addition of the request for additional state aid to support a local Metro funding bill in the upcoming state budget, which Commissioners asked for at the last meeting.

Mr. de Ferranti moved, with a second by Mr. McKay, to approve the 2024 NVTC Legislative and Policy Agenda. The vote in favor was cast by Commissioners Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

General Assembly State of Play. Ms. Perron Siebert reported that following the November election, Democrats took control of the House and maintained control of the Senate. There will be 51 new members of the General Assembly in the 2024 Session (combined House and Senate). Leadership has already been decided, including:

Virginia Senate:

- Majority Leader: Sen. Scott Surovell
- Democratic Caucus Chair: Sen. Mamie Locke
- Democratic Caucus Vice-Chair: Sen. Adam Ebbin
- Minority Leader: Sen. Ryan McDougale, R-Hanover
- Republican Caucus Chair: Sen. Mark Obenshain

Virginia House of Delegates:

- House Speaker: Del. Don Scott
- Majority Leader: Del. Charniele Herring
- Democratic Caucus Chair: Del. Kathy Tran
- Minority Leader: Del. Todd Gilbert
- Republican Caucus Chair: Del. Amanda Batten

Ms. Perron Siebert stated that the Senate has already determined committee leadership and assignments. Sen. Jennifer Boysko will be chair of the Transportation Committee; Sen. David Marsden is moving to chair the Agriculture, Conservation and Natural Resources Committee; Louise Lucas will be chair of the Finance and Appropriations Committee. The House is still determining their committee leadership.

Mr. Ebbin stated that he has drafted legislation to call for a Joint Legislative Audit and Review Commission (JLARC) study on options on future funding for Metro and VRE. He thanked Ms. Mattice for her assistance in drafting the language. Mr. Smedberg stated that Maryland has a Blue-Ribbon Panel study on Metro funding underway. Mr. Ebbin stated that it would be helpful to get the wording of the authorization legislation to compare. Chair Palchik asked about timing, and Mr. Ebbin explained that if passed, the legislation does not go into effect until the new fiscal year and, therefore, the study would not begin until after July 1, 2024. Mr. Walkinshaw expressed his thanks for including VRE in the study. He suggested engaging legislators from the southern VRE jurisdictions.

Annual Joint NVTC-PRTC-VRE Legislative Forum. Ms. Cutrell provided an overview of the December 1 annual Joint NVTC-PRTC-VRE Legislative Forum on December 1. This marked the first time holding this event at the George Mason University Mason Square campus in Arlington, a venue chosen partly due to its transit friendly location. This year's event featured special guest, DRPT Director Jennifer DeBruhl, keynote speaker Kathy Hollinger, CEO at Greater Washington Partnership, and a Northern Virginia Transit Panel featuring WMATA General Manager/CEO Randy Clarke, VRE CEO Rich Dalton, PRTC/OmniRide Executive Director Bob Schneider, and NVTC Executive Director, Kate Mattice. The panel was moderated by NVTC veteran and current CEO of Tysons Community Alliance, Katie Cristol. NVTC, PRTC, and VRE Board chairs provide welcoming remarks and introductions.

Ms. Cutrell noted that this year's event focused on the confluence of business and transit, and how both rely on the other to continue fostering growth in this "super-region." This year attendance hit a record of 146 attendees.

Mr. de Ferranti stated that the location was excellent and Kathy Hollinger was on point with her keynote message. The panel was great too.

#### Virginia Railway Express (VRE)

Chair Palchik asked VRE CEO Rich Dalton to give his report followed by VRE Operations Board Chair Walkinshaw to present the actions.

VRE CEO Report. Mr. Dalton reported that VRE has seen a slight increase in ridership and system performance over the last month. On-time performance reached 87.7%. He reported that it has been an exciting few days, which will be elaborated on in the DRPT Report. He stated that VRE was glad to be a part of the joint Legislative Forum and thanked Ms. Mattice and her staff for a well-done event. He announced that VRE Santa Trains will run this upcoming Saturday.

Chair Palchik noted that VRE is trending in the right direction with on-time performance.

VRE Proposed 2024 Legislative Agenda. Mr. Walkinshaw stated that on the recommendation from the VRE Operations Board, the Commission is asked to approve Resolution #2524 which will approve the 2024 VRE Legislative Agenda and authorize the VRE CEO to actively pursue the elements set forth in the document. The Legislative Agenda was presented at last month's meeting.

Mr. Walkinshaw moved, with a second by Mr. Karantonis, to approve Resolution #2524 (copy attached). The vote in favor was cast by Commissioners Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

VRE's FY 2023 Annual Comprehensive Financial Report. Mr. Walkinshaw stated that on the recommendation from the VRE Operations Board, the Commission is asked to approve Resolution #2525, which will accept VRE's FY 2023 Annual Comprehensive Financial Report (ACFR) and associated information from the auditors and authorize the VRE CEO to distribute the ACFR. PBMares, LLP, also conducted VRE's audit for FY 2023 and they have issued an unmodified opinion. This opinion letter states that the VRE financial statements, in all material respects, fairly and accurately present the financial position of the organization. This opinion is the best outcome of a financial audit.

Mr. Walkinshaw moved, with a second by Mr. Foust, to approve Resolution #2525 (copy attached). The vote in favor was cast by Commissioners Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

VRE Applications to the I-66 Commuter Choice FY 2025-2026 Program. Mr. Walkinshaw stated that on the recommendation from the VRE Operations Board, the Commission is asked to approve Resolution #2526, which will authorize the VRE CEO to submit, on behalf of the Commissions, VRE applications to the I-66 Commuter Choice FY 2025-2026 Program, to make any necessary corrections to the project amount or descriptions in the applications and execute all project funding agreements that may result from consideration of the VRE applications.

Mr. Walkinshaw explained that VRE staff identified a group of capital and operating improvements that support and implement planned service enhancements authorized in the Transforming Rail in Virginia (TRV) initiative. Consistent with VRE procedures for grant applications, the Operations Board must recommend the submission of grant applications to the Commissions for their authorization. The Commissions' authorization does not confer endorsement of any VRE application(s) in relation to the adopted I-66 Commuter Choice project selection process. The identified projects include:

- Service Enhancements on the Manassas Line (Priority 1) – A Commuter Choice application for a total amount of \$4,766,000 for a 24-month period is proposed.
- Step-Up Service Restart on the Manassas Line and Fare Buy-Down (Priority 2) – A Commuter Choice application for a total amount of \$1,000,000 for a 24-month period is proposed.
- Capital Funding for VRE Alexandria Station Improvements (Priority 3) – A Commuter Choice application for a total amount of \$6,570,000 is proposed.

Mr. Walkinshaw moved, with a second by Mr. Karantonis, to approve Resolution #2526 (copy attached).

Mr. Snyder asked if this would be funding from I-66 Inside the Beltway or from I-66 Outside the Beltway. Mr. Fye stated that it would be a combination from revenue from both inside and outside the beltway.

The Commission then voted on the motion. The vote in favor was cast by Commissioners Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre voted yes and Mr. Snyder abstained. The motion passed.

VRE Policy for 360-Degree Assessment of the Chief Executive Officer. Mr. Walkinshaw explained that at its November 17 meeting, the VRE Operations Board voted to establish a policy to conduct a 360-degree assessment for the VRE Chief Executive Officer at least every three years as part of the annual evaluation process, beginning with the 2023 annual evaluation. The 360-degree assessment will be used to measure the VRE CEO's performance by utilizing feedback from the Chief Executive Officer's direct reports and other internal VRE staff members. There will be a Closed Session at the end of this meeting regarding the annual performance of both VRE CEO Rich Dalton and VRE General Counsel/Chief Legal Officer Steve MacIsaac.

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

Chair Palchik noted that DRPT Director DeBruhl recently announced her upcoming retirement next summer. Chair Palchik thanked her for her service.

Ms. DeBruhl stated that this week has been a historic week for rail in Virginia. This morning, there was an event in Arlington to announce \$729 million in federal funding from the Federal Railroad Administration (FRA) via the Federal-State Partnership for Intercity Passenger Rail Program (FSP-National) for Transforming Rail in Virginia (TRV) Phase 2 projects, which will support the completion of a new Long Bridge across the Potomac River. Also, at its December 6 meeting, the Virginia Passenger Rail Authority (VPRA) Board awarded the first two contracts to deliver on the program for the Long Bridge North project and the Franconia-Springfield Bypass project. She thanked NVTC for their partnership.

Ms. DeBruhl then recognized Tim Roseboom and thanked him for his almost 10 years of service at DRPT as the Northern Virginia senior program manager major capital investments (WMATA). He relocated to Michigan and has been working remotely for DRPT. Jennifer Monaco (formerly City of Alexandria staff) is taking over that role at DRPT. Mr. Smedberg thanked Mr. Roseboom for his work.

Mr. de Ferranti noted that at today's event one of the speakers stated that Jennifer DeBruhl has made a difference for generations, and he agrees. He recognized all the behind-the-scenes work Ms. DeBruhl has done.

#### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. She announced that 2024 is NVTC's 60<sup>th</sup> year anniversary. There will be a number of anniversary events. The next Commission meeting is

January 4, 2024, which will include a public hearing on the Work Plan. The February 1 meeting will be held in Richmond followed by a legislative reception with legislators. Ms. Mattice also reviewed several upcoming committee meetings, including the Program Advisory Committee meeting on February 15.

Ms. Mattice stated that the October Financial Report was provided in the meeting materials.

Chair Palchik announced the MetroNow Coalition named NVTC and Executive Director Kate Mattice as its transit champion for October.

### Closed Session

Chair Palchik stated that the Commission needs to go into Closed Session for the VRE chief executive officer and chief legal counsel's annual performance review. She explained that for the benefit of the listening public, the Commission will return to Open Session. The meeting will resume live when NVTC returns to Open Session.

Ms. DeBruhl left the meeting and did not participate in the Closed Session.

Mr. Smedberg moved, with a second by Mr. de Ferranti, to move the following motion:

Pursuant to the Virginia Freedom of Information Act, Section 2.2-3711.A.1 of the Code of Virginia, the Northern Virginia Transportation Commission moves to convene a closed meeting for discussion of personnel matters concerning the performance of the VRE chief executive officer and the VRE general counsel/chief legal officer."

The vote in favor was cast by Commissioners Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

The Commission entered into Closed Session at 9:04 p.m. and returned to Open Session at 9:23 p.m. The live stream feed was restored for public viewing.

Chair Palchik moved, with a second by Mr. McKay, the following certification:

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

- 1) Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and



## RESOLUTION OF COMMENDATION

**SUBJECT:** Commending the Honorable John J. Bell on His Departure from the Northern Virginia Transportation Commission

**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 John J. Bell was appointed to NVTC in June 2020;

**WHEREAS:** The Honorable John J. Bell took office in the Virginia Senate in 2020, representing the previous 13<sup>th</sup> District, which includes parts of Loudoun and Prince William Counties;

**WHEREAS:** Prior to the Senate, Mr. Bell served in the Virginia House of Delegates from 2015 through 2019 representing the eastern portion of Loudoun County;

**WHEREAS:** In March 2023, Senator Bell announced that he would not seek reelection; and

**WHEREAS:** During the 2020 General Assembly Session, Senator Bell voted for the landmark transportation bill (HB 1414) which modernized transportation and transit funding by:

- Ensuring the Commonwealth's transportation fund remains solvent;
- Increasing the Commonwealth's investment in transit, including WMATA;
- Increasing funds for local transportation projects and improvements across the Commonwealth;
- Establishing the Virginia Passenger Rail Authority, which will manage the Commonwealth's \$3.7 Billion Transforming Rail in Virginia Program over the next decade; and
- Laying the groundwork for construction of a new Long Bridge which will provide dedicated tracks for VRE and Amtrak to connect Virginia to DC by rail.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends the Honorable John J. Bell 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 John J. Bell 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 7<sup>th</sup> day of December 2023.

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

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Dalia Palchik  
Chair



- 2) Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.

The vote in favor was cast by Commissioners Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

Mr. Walkinshaw moved, with a second by Mr. de Ferranti, to approve the Third Amendment to the Employment Agreement with Rich Dalton, and that the chair be authorized to execute it on behalf of the Commission. The vote in favor was cast by Commissioners Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

Mr. Walkinshaw moved, with a second by Mr. de Ferranti, to approve the First Amendment to the Employment Agreement with Steve MacIsaac, and that the chair be authorized to execute it on behalf of the Commission. The vote in favor was cast by Commissioners Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Read, Smedberg and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Mr. Aguirre and Mr. Snyder voted yes. The motion passed.

Chair Palchik thanked both Mr. Dalton and Mr. McIsaac for their excellent work.

### Adjournment

Without objection, Chair Palchik adjourned the meeting at 9:26 p.m.

Approved this 4<sup>th</sup> day of January 2024.

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Matt de Ferranti  
Chair

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Sarah Bagley  
Secretary-Treasurer



## RESOLUTION OF COMMENDATION

**SUBJECT:** Commending the Honorable John Foust on His Departure from the Northern Virginia Transportation Commission

**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 John Foust has served on NVTC since 2009 representing Fairfax County;

**WHEREAS:** The Honorable John Foust was first elected in November 2007 to represent the Dranesville District on the Fairfax County Board of Supervisors and is currently serving his fourth four-year term on the Board;

**WHEREAS:** Mr. Foust did not seek reelection and is departing NVTC;

**WHEREAS:** During his tenure on NVTC, Mr. Foust served as a member of the Program Advisory Committee;

**WHEREAS:** Mr. Foust provided thoughtful insights and support for many NVTC initiatives, including the Envision Route 7 Bus Rapid Transit (BRT) project and the opening of both Phase 1 and 2 of the Metrorail Silver Line; and

**WHEREAS:** Mr. Foust has also been a strong advocate for safe and reliable transit and long-term, sustainable transit funding solutions.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends the Honorable John Foust 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 John Foust 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 7<sup>th</sup> day of December 2023.

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

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Dalia Palchik  
Chair



## RESOLUTION OF COMMENDATION

**SUBJECT:** Commending Nick Clemente on His Departure from the Northern Virginia Transportation Commission

**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 investment in public transit to foster economic growth and vitality in the region and the Commonwealth;

**WHEREAS:** On February 25, 2022, Virginia Speaker of the House of Delegates Todd Gilbert appointed Nick Clemente to serve on the Northern Virginia Transportation Commission;

**WHEREAS:** Mr. Clemente served as a NVTC Commissioner from February 2022 through October 2023; and

**WHEREAS:** While on the Commission, Mr. Clemente was an advocate for safe and reliable transit in Virginia and investing in the future of transit.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends Nick Clemente for his service on NVTC, 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 Mr. Clemente 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 7<sup>th</sup> day of December 2023.

A handwritten signature in blue ink that reads "Dalia Palchik". The signature is fluid and cursive, written over a horizontal line.

Dalia Palchik  
Chair



## RESOLUTION #2523

**SUBJECT:** Affirm NVTC's Near-Term Priorities for WMATA Funding

**WHEREAS:** WMATA is critical to the Commonwealth's transportation network and economic growth and plays a significant role in the \$1.5 billion in income and sales tax that goes to the Commonwealth General Fund each year that is generated by Northern Virginia's transit network;

**WHEREAS:** The COVID-19 pandemic upended the financial operating model of transit agencies across the United States primarily through inflation and reduced ridership;

**WHEREAS:** Federal pandemic aid, which has sustained the Washington Metropolitan Area Transit Authority (WMATA) since FY 2020, will be exhausted in the FY 2024 budget;

**WHEREAS:** In June 2023, WMATA projected an FY 2025 operating budget gap of \$750 million that would grow to \$1.2 billion by FY 2035;

**WHEREAS:** The FY 2025 deficit of \$750 million is driven by inflation and collective bargaining agreements (\$266 million), decreased revenue since the pandemic (\$288 million), and jurisdictional subsidy credits (\$196 million);

**WHEREAS:** As of November 2023, WMATA identified one-time and recurring cost savings that bring the FY 2025 operating gap down to \$650 million;

**WHEREAS:** To help further close the gap, WMATA developed options to increase fares, reduce service and transfer eligible preventive maintenance expenses from the operating budget to the capital budget;

**WHEREAS:** NVTC member jurisdictions will need to identify additional funds to avoid catastrophic reductions in service that would severely degrade the WMATA system and lead to the collapse of our regional public transit network;

**WHEREAS:** NVTC supports the spirit and intent of the 3% cap in the annual growth of operating subsidies as a tool to manage the growth in Virginia's annual subsidy to WMATA. However, the amount of additional funding needed to fill the remaining WMATA subsidy gap in FY 2025 would violate the existing legislative 3% cap on operating subsidy increases, resulting in a financial penalty to NVTC jurisdictions;

**WHEREAS:** The National Capital Region is home to more than 700 federal facilities that are connected and supported by a strong network of commuter rail, commuter bus, Metrorail and local bus services;

**WHEREAS:** Prior to the pandemic, federal employees in the National Capital Region were the backbone of WMATA's ridership and fare revenue, accounting for approximately 40% of WMATA's daily commuters and contributing close to \$100 million/year in fare revenue to the system; and

**WHEREAS:** WMATA projects only \$50 million in fare revenue from federal employees in FY 2025 which could increase by \$20 million per year for each additional day per week that federal employees ride the WMATA system.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby recommends that Commonwealth administratively or legislatively permit WMATA to re-baseline its annual operating subsidy to Virginia to reflect the impact of the pandemic on the transit system without financially penalizing NVTC localities.

**BE IT FURTHER RESOLVED** that NVTC recommends the Commonwealth provide additional state aid to match additional local funding to allow Virginia to close its portion of the FY 2025 operating funding gap in a way that avoids devastating service cuts and sustains WMATA's ridership recovery.

**BE IT FURTHER RESOLVED** that NVTC is committed to working with our federal, Commonwealth, regional and local partners, and WMATA to develop long-term, sustainable operating and capital funding solutions.

**BE IT FURTHER RESOLVED** that NVTC presses upon National Capital Area federal agencies to establish return-to-office policies that encourage transit use throughout the work week and for the federal government to secure a replacement for the region's losses in fares from riders using federal transit benefits.

Approved this 7<sup>th</sup> day of December 2023.



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David F. Snyder  
Secretary-Treasurer



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Dalia Palchik  
Chair



## RESOLUTION #2524

**SUBJECT:** Approve the 2024 VRE Legislative Agenda

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the 2024 VRE Legislative Agenda and authorizes the VRE Chief Executive Officer to actively pursue the elements set forth in the document.

Approved this 7<sup>th</sup> day of December 2023.

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

David F. Snyder  
Secretary-Treasurer

A handwritten signature in purple ink, reading "Dalia Palchik", written over a horizontal line.

Dalia Palchik  
Chair



## RESOLUTION #2525

**SUBJECT:** Accept and Authorize Distribution of VRE's FY 2023 Annual Comprehensive Financial Report

**WHEREAS:** The VRE Operations Board has contracted with the firm of PBMares, LLP for the audit of its financial statements;

**WHEREAS:** The audit of the VRE FY 2023 financial statements has been completed;

**WHEREAS:** The auditors have issued an unmodified opinion that the VRE statements, in all material respects, fairly and accurately present the financial position of the commuter rail operation; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby accepts the VRE FY 2023 Annual Comprehensive Financial Report (ACFR) and associated information from the auditors and hereby authorizes the VRE Chief Executive Officer to forward this information to interested groups, firms and members of the public.

Approved this 7<sup>th</sup> day of December 2023.

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

David F. Snyder  
Secretary-Treasurer

A handwritten signature in purple ink, reading "Dalia Palchik", written over a horizontal line.

Dalia Palchik  
Chair



## RESOLUTION #2526

**SUBJECT:** Authorize the VRE CEO to Submit VRE Applications to the NVTC I-66 Commuter Choice FY2025-2026 Program

**WHEREAS:** On October 6, 2023 the Northern Virginia Transportation Commission (NVTC) opened a call for projects for the I-66 Commuter Choice FY 2025-2026 funding program;

**WHEREAS:** VRE staff have identified capital and operating improvements as proposed Commuter Choice applications, including \$6,570,000 for capital funding (Alexandria Station Improvements Project) and \$5,766,000 for operating funding (\$4,766,000 for Service Enhancements on the Manassas Line and \$1,000,000 for Manassas Line Step-Up Service Reinstatement), that support and implement planned service enhancements authorized through the Transforming Rail in Virginia initiative;

**WHEREAS:** VRE staff consider the proposed capital and operating improvements strong candidates for Commuter Choice funding due to their ability to move more people more efficiently through the I-66 corridor and expand commuters' travel options; and

**WHEREAS:** The VRE Operations Board, in accordance with VRE procedures for grant applications, recommends that the Commissions authorize submission of the applications for evaluation and funding consideration based on applicable project selection criteria.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to submit, on behalf of the Commissions, VRE applications to the I-66 Commuter Choice FY 2025-2026 program; to make any necessary corrections to the project amount or descriptions in the applications; and execute all project funding agreements that may result from consideration of the VRE applications.

**BE IT FURTHER RESOLVED** that the Commission's action does not constitute approval of any VRE applications or eliminate the need for the VRE applications to qualify for funding based on an objective evaluation using criteria established for the adopted I-66 Commuter Choice project selection process.

Approved this 7<sup>th</sup> day of December 2023.

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

David F. Snyder  
Secretary-Treasurer

A handwritten signature in purple ink, reading "Dalia Palchik", is written over a horizontal line.

Dalia Palchik  
Chair