

MINUTES
NVTC COMMISSION MEETING –JANUARY 5, 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 Aguirre at 7:08 p.m.

Members Present

Canek Aguirre
Sarah Bagley (*via electronic participation*)
Nick Clemente (*via electronic participation*)
Katie Cristol
Matt de Ferranti
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) (*via electronic participation*)
Adam Ebbin
John Foust
Libby Garvey
Aimee S. Gilroy
Matt Letourneau
Jeff McKay
Dalia Palchik
M. David Skiles
David Snyder
John C. Tuck III
Mike Turner
James Walkinshaw

Members Not Present

Walter Alcorn
John J. Bell
Paul Smedberg

Staff Present

Kate Mattice, Executive Director	
Monique Blyther	Melissa Walker
Genoveva Cutrell	Ronnetta Zack-Williams
Matt Friedman	Aimee Perron Siebert (<i>via electronic participation</i>)
Allan Fye	Rich Dalton (VRE)
Rhonda Gilchrest (<i>via electronic participation</i>)	Steve MacIsaac (VRE)
Adam Hager	Mark Schofield (VRE)
Scott Kalkwarf (<i>via electronic participation</i>)	Joe Swartz (VRE)
Xavier Harmony	
Tenley O'Hara	
Ben Owen	
Ann McGrane	
Sophie Spiliotopoulos	

Opening Remarks

Chair Aguirre welcomed everyone to the January 5, 2023 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube.

Chair Aguirre stated that several Commissioners are participating electronically via Zoom. DRPT Director DeBruhl is participating from Richmond under the provision of a member living 60 or more miles away from the meeting location. She will be voting as Mr. Smedberg's alternate for this meeting. Mr. Clemente is participating from Loudoun County due to a medical reason. Ms. Bagley is also participating for a personal reason as she is out of state for business travel. Executive Director Kate Mattice confirmed an in-person quorum was present.

Chair Aguirre congratulated Ms. Garvey as she was recognized last month by the Metropolitan Washington Council of Governments and presented with the Elizabeth and David Scull Metropolitan Public Service Award.

Chair Aguirre noted that the City of Fairfax will be appointing their NVTC member in the next few weeks to replace Mr. Meyer. In the meantime, he recognized City of Fairfax's new mayor, Catherine Read, who was sitting in the audience.

Chair Aguirre noted that there will be a public hearing on NVTC's Work Plan during Agenda Item #5. He encouraged those wishing to speak, to sign up. Also, as NVTC does each month, the Commission continues to seek general public comments. Ms. Mattice stated that NVTC did not receive any general public comments this month.

Minutes of the December 1, 2022 NVTC Meeting

Ms. Cristol moved, with a second by Mr. de Ferranti, to approve the Minutes of the December 1, 2022 NVTC meeting. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in the vote.) The motion passed.

Meeting Summary of the December 5 2022 NVTC-PRTC Joint Legislative Forum

Mr. Skiles moved, with a second by Ms. Garvey, to approve the Meeting Summary of the December 5, 2022 NVTC-PRTC Joint Legislative Forum. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Skiles, Snyder, Tuck and Turner. Ms. Palchik abstained. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed.

Annual Leadership and Governance

Slate of Officers for 2023. Chair Aguirre stated that the Executive Committee recommends the following slate of officers for 2023:

Chair: Dalia Palchik from Fairfax County
 Vice-Chair: Matt de Ferranti from Arlington County
 Secretary-Treasurer: David Snyder from the City of Falls Church

There were no other nominations. Mr. McKay moved, with a second by Mr. Letourneau, to approve the slate of officers for 2023. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed.

Chair Aguirre invited the new officers up front and he administered the oath of office. Commissioners congratulated Ms. Palchik, Mr. de Ferranti and Mr. Snyder. Outgoing Chair Aguirre passed the gavel to Chair Palchik, who took over chairing the meeting.

Recognition of the Outgoing Chair. On behalf of the entire Commission, Chair Palchik thanked Canek Aguirre for his exceptional service as chair during 2022. A Resolution of Commendation was prepared for Mr. Aguirre and she provided some of the highlights. She stated that Mr. Aguirre has been an advocate for equity in all aspects of transit, including zero- and reduced-fare initiatives that benefit those most in need, multi-lingual community outreach and marketing, and transit-oriented economic development in Northern Virginia. In 2022, Mr. Aguirre led NVTC during its 58th year of operations and, as chair, under his leadership NVTC:

- Engaged with the WMATA Committee, and other leaders and stakeholders to develop the *5th Annual Report on the Performance and Condition of WMATA*;
- Supported the award of over \$15 million in Commuter Choice funding for seven multi-modal projects that will benefit I-66 toll payers;
- Championed NVTC's efforts to coordinate effective transit options for riders during several Metro shutdowns;
- Advocated for NVTC's ongoing work to bring Bus Rapid Transit service to the Route 7 corridor;
- Oversaw the launch of NVTC's NoVaTransit Data Dashboard, an interactive tool to share and explore significant amounts of transit data in a user-friendly way; and
- Supported the Commission's efforts to develop the Northern Virginia Zero-Emission Bus (ZEB) Strategic Plan, a regional effort to ensure collaboration on ZEB policy and implementation while enabling the region to leverage Federal ZEB funding.

Ms. Cristol moved, with a second by Ms. Garvey, to approve the Resolution of Commendation for the Honorable Canek Aguirre for his service as chair in 2022. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay,

Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed. (A copy of the resolution of commendation is attached.)

Mr. Aguirre thanked the Commission and stated it was an honor and privilege to serve as NVTC's chair during 2022. He stated that he is a big believer in regionalism and it has been personally rewarding to be a part of NVTC and all it accomplished last year. He thanked Commissioners and staff for their outstanding work.

NVTC Board Appointments. Chair Palchik stated that each January NVTC appoints and/or reconfirms its appointments to the WMATA Board of Directors, the Virginia Railway Express Operations Board and the Virginia Transit Association Board of Directors. Resolution #2492 has been updated as a blue sheeted item that reflects changes since December 21, 2022 when the meeting materials were posted. The one change in the resolution is appointing Libby Garvey as an Alternate on the VRE Operations Board. Chair Palchik also explained that Mr. Letourneau's current term on the WMATA Board of Directors expired on January 3, 2023 and the recommendation is to appoint him to another four-year term. The NVTC appointments are as follows:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-05-2026

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-05-2027

Alternates

Canek Aguirre
Term expires 01-07-2025

Walter Alcorn
Term expires 01-04-2024

VRE Operations Board:

Principals

Katie Cristol
Sarah Bagley
Walter Alcorn
Daniel G. Storck
James Walkinshaw

Alternates

Libby Garvey
Canek Aguirre
Jeffrey C. McKay

Virginia Transit Association Board:

Principals

David F. Snyder
Katherine A. Mattice

Alternates

Katie Cristol
Canek Aguirre

Mr. de Ferranti moved, with a second by Mr. Ebbin, to approve Resolution #2492. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for

Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed. (A copy of the resolution is attached.)

NVTC Committee Membership. Chair Palchik stated that as outlined in NVTC's By-Laws, NVTC has four committees – Executive Committee, WMATA Committee, Program Advisory Committee, and Legislative and Policy Committee. Each January, the Commission approves the committee roster. The proposed committee chairs are as follows:

- Dalia Palchik, as NVTC chair, will serve as chair of the Executive Committee;
- Walter Alcorn will serve as chair of the WMATA Committee;
- Sarah Bagley will serve as the chair of the Program Advisory Committee; and
- Canek Aguirre will serve as the chair of the Legislative and Policy Committee.

Chair Palchik explained that the rest of the committee membership did not change, with the exception that Ms. Bagley will join the Executive Committee as chair of the Program Advisory Committee. It is expected that there will be changes to the committee roster once the City of Fairfax appoints a new NVTC Commissioner. As a reminder, all Commissioners, as well as the public, are welcome to attend any committee meeting.

Mr. McKay moved, with a second by Mr. Ebbin, to approve the recommended NVTC Committee Membership for 2023. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed. (A copy of the resolution is attached.)

Signatory and Pension Trustees. Chair Palchik stated that as an administrative housekeeping item each January, the Commission designates the newly appointed secretary-treasurer as a NVTC signatory and pension trustee. David Snyder is listed as the new secretary-treasurer on the final Resolution #2493.

Mr. Letourneau moved, with a second by Mr. de Ferranti, to approve Resolution #2493. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed. (A copy of the resolution is attached.)

NVTC 2022 Year in Review

Chair Palchik stated that it is always good to look back and see what the Commission has accomplished over the past year. She asked Ms. Mattice to present staff's 2022 Year in Review.

Ms. Mattice stated that NVTC had a busy and exciting year. With the talented communications team of Matt Friedman and Monique Blyther, NVTC continues to broaden its visual communications. They have worked hard over the last few months to put together a video as well as a printed Annual Report looking back at 2022 and NVTC's accomplishments. The 2022 Annual Report, which highlights all the great work NVTC's talented team has done over the past year, was provided to Commissioners. Commissioners then watched the video.

Ms. Mattice stated that it has continued to be a productive year for the Commission as staff continue to focus on the public transportation issues that matter to Northern Virginia. She thanked Commissioners and staff for their efforts to continue to help NVTC's work shine.

NVTC FY 2024 General and Administrative Budget and 2023-2024 Work Plan

Chair Palchik stated that the Commission will be asked to approve the FY 2024 General and Administrative Budget and Work Plan following public comment on the Work Plan, which is required by NVTC By-Laws. She asked the executive director to give an overview of the activities planned for the Commission and its staff in 2023.

Ms. Mattice stated that as staff shared in December with the Commission and posted online for the public to review, NVTC does anticipate some major efforts this year. First and foremost, NVTC plans to continue its strong and effective financial management of public transportation funding. It is anticipated that NVTC will manage more than \$315 million in funding this year from federal, state, regional gas tax and toll revenues, to help the NVTC jurisdictions support the public transit services provided by WMATA, VRE and the local bus systems.

Ms. Mattice stated that NVTC will continue its legislative tracking and engagement at both the state and federal level, as well as continue to learn more about how transit is serving Northern Virginia as data will constantly be updated on NVTC's new NoVaTransit Data Dashboard.

Ms. Mattice stated that WMATA is facing a major threat to the sustainability of operating funding in the next 18 months. This year, NVTC plans to provide significant analytical support to NVTC's WMATA and Legislative Committees as well as the full Commission on options for future WMATA operational funding . This will include:

- Launching a working group to conduct analysis on operational funding options for WMATA that would work well for Northern Virginia.
- Conducting analysis to fully understand the costs and impacts of increasing local bus services in Virginia.
- Updating findings on the economic value of Northern Virginia's Transit network to the Commonwealth.

Ms. Mattice noted that staff will be wrapping up the Falls Church-focused mobility study of the Route 7 Bus Rapid Transit (BRT) with another round of public hearings and launching what should be the final planning stage for Route 7 BRT as a result of NVTC's recently awarded federal earmark that will make possible major progress on this project.

Ms. Mattice stated that this spring, NVTC will be conducting its next regional transit marketing campaign, continuing to take advantage of how people get their information – on streaming services, via Waze, through radio – and in all instances will be doing a bilingual (Spanish/English) campaign. The Commission will also be selecting the next round of I-395/95 Commuter Choice projects – anticipating a competitive process with a lot of strong projects vying for approximately \$45 million. In the meantime, staff will continue to research how best to implement zero-emission bus on a regional scale. Also this spring, NVTC will launch the regional bus analysis – this effort focuses on how the bus systems can collectively create a network to best serve Northern Virginia – including identifying new BRT opportunities. This will integrate into both WMATA's Better Bus Design efforts and inform future work at the Northern Virginia Transportation Authority (NVTA).

Ms. Mattice stated that going into the fall, NVTC will launch the next round of I-66 Commuter Choice as well as dive into potential legislative asks for the next General Assembly Session, which will have the added dynamics of local and state elections based upon new districts. Finally, throughout this year, the Commission will be using the WMATA, PAC and Legislative committees for a great deal of work – all of which are meetings open to all Commissioners and the public in-person and on NVTC's YouTube channel.

Chair Palchik opened the meeting for public comment. She explained that NVTC provided the public the opportunity to submit via an online form, video recording, email, audio recording or in-person. Four written comments on the Work Plan were submitted in advance of this meeting. Chair Palchik asked Mr. Friedman to read these comments into the record.

1. Comments received from Sam Butler, who resides in Falls Church:

Dear NVTC, My name is Sam Butler. I was born and raised in Northern Virginia, and live in the city of Falls Church.

I'm writing to applaud the Envision Route 7 BRT projects and encourage the prioritization of this project and other transit projects like it across the region. I'm also writing to encourage the study showcasing the environmental benefits of transit in NoVA. There are so many positive impacts, for our immediate families and communities as well as the generations to follow us, that come from environmentally-aligned transit and communities that we can build today.

This likewise ties into our short window to achieve our regional climate targets — which include reducing VMT by 20% while rapidly phasing out ICE cars and ensuring 75% of new housing is built walkable transit-friendly activity centers. Both can be achieved through common-sense, economical policies, like bicycle and e-bicycle rebate programs as Denver has proven (and many states are beginning to adopt <<https://www.peopleforbikes.org/news/2022-state-legislative-wins-for-electric-bicycles>>), as well as with the expansion of transit projects like the Route 7 BRT. (You can see more on the economics of bike and transit-oriented systems here <<https://antiinflationary.com/>> .)

Every passing day is incredibly important in the world we're living in, as we've seen with recent weather extremes across the country, and the infrastructures and systems we build today will determine ways

of living in our region for decades to come. Meeting and surpassing our climate + housing targets is essential and doing so will make life better and healthier for communities across the region.

If you are interested in support, input, or further collaboration to this end, please feel free to let me know — I'm glad to support these efforts to make NoVA as healthy and convivial as it can be, and transit, bikes, and housing are where that work starts. Thank you, Sam Butler

2. Comments received from Andrea McGimsey, Executive Director, Faith Alliance for Climate Solutions of Reston, Virginia:

From more frequent buses and trains to easier and safer multimodal access to transit stops, our region has a long way to go to becoming a truly transit-friendly region. We appreciate the efforts you are making towards this goal, and we stand ready to help in any way we can with our FACS Transit Corps of volunteers.

We must make the reduction of greenhouse gas emissions the top priority in all transportation decisions. And we must keep our most vulnerable citizens, from the disabled to the elderly to the children to low-income Virginians, at the center of our thinking and planning.

3. Comments received from Ruth Woollett, who resides in Arlington County:

I appreciate the Envision Route 7 project in the work plan and ask that this critical regional BRT project be prioritized. Route 7 BRT will be transformative for one of the busiest bus corridors in the state, and is needed to help the many existing riders as well as support plans for walkable TOD in places like Seven Corners, Tysons, Falls Church, and Baileys Crossroads where a pedestrian was recently killed.

How will NVTC support the WMATA Better Bus Network Redesign effort. It's great that NVTC is doing its own regional bus study, but we also need to ensure that the WMATA effort succeeds and that there is coordination between these two efforts. NVTC should explain how it will coordinate and provide input to NVTA's regional BRT network study that is expected next year. There should be more emphasis on safe access to bus stops.

I support the potential study to showcase the environmental benefits of transit in NoVA. The timeframe is short for the region to:

Achieve its climate targets which requires reducing VMT by 20% while at the same time rapidly adopting electric vehicles.

To achieve its adopted housing targets calls for 75% of new housing to be in walkable transit-friendly activity centers.

4. Comments received by Mark Henry, who resides in Fairfax County:

1. *Services like Metro should be privatized. We should not be paying for a service that is not used by all residents. Residents are taxed for Metro and still have to pay to use it. This to me is a form of extortion or racketeering.*
2. *Each station brings more crime to the areas they are built upon.*
3. *The citizens of Loudoun county do not want nor need these stations in their areas.*

4. *I will be calling my delegate to demand denial of funds to the WMATA. I will also call my representative to demand denial of federal funds to the WMATA.*
5. *I don't approve of any funding towards advertising.*

Chair Palchik then opened comment up to for any members of the public who signed up to speak in-person. She reminded speakers that they should come to the podium when their name is called and state their name and which city/county they live in for the record. They have three minutes to comment.

1. Bill Pugh, Senior Policy Fellow for the Coalition for Smarter Growth (CSG), and he also resides in the City of Alexandria:

Chair Aguirre, Supervisor Palchik and Board members:

The Coalition for Smarter Growth appreciates the opportunity to provide feedback on NVTC's proposed 2023-2024 Work Plan. As an organization that promotes walkable, inclusive transit-friendly communities as the most sustainable and equitable way for the region to grow and prosper, we appreciate the important work of NVTC in providing the funding and transit services to support sustainable, transit-oriented communities.

Overall, we believe the proposed Work Plan reflects well the core duties of NVTC and addresses key regional needs, and we offer the following comments:

- *Envision Route 7 - this project is critical for the region, and we are glad to see completion of the current study phase and initiation of the next phase in the work plan. We encourage NVTC members to do everything they can to expedite this project and work together for its success and timely implementation. We also urge the member local jurisdictions to act quickly to prioritize preservation of existing affordable housing to prevent speculative rent increases and displacement.*
- *WMATA Oversight - we applaud the continued coordination with and support of WMATA and its member jurisdictions. Metrorail and the regional bus network are critical to our region's economy, access to jobs and opportunity, and to shaping sustainable patterns of growth. We urge full regional support for meeting rail and bus capital and operating funding needs.*
- *Transit Resource Center - these studies and tools, such as the data dashboard, are important resources for telling the story of successful transit efforts and showing where our region can improve and meet the needs of post-pandemic travel.*
- *Other critical programs - the Commuter Choice program, VRE support, technology coordination, bus service coordination, and other initiatives keep our transit agencies operating as an integrated regional system.*

CSG asks you to incorporate these elements in your activities:

- *Coordination with WMATA Better Bus Network Redesign - CSG is glad that NVTC is taking a broad look at regional bus service and local gaps in its own Regional Bus Analysis Study. We encourage NVTC and its members to coordinate closely with WMATA to support its Better Bus Network Redesign study. Currently, the NVTC work plan only briefly mentions the WMATA study on page 7.*

The WMATA Network Redesign is critical for the region's transit network, so we ask for NVTC to share a more detailed approach for coordination and support of this effort with the public and stakeholders. We also encourage NVTC to coordinate closely with the Northern Virginia Transportation Authority on its regional Bus Rapid Transit network study that is anticipated in the coming fiscal year.

- *Transit safety means safer access to stops and stations - CSG supports a potential Transit Resource Center study to look at bicycle and pedestrian access to transit stations as noted on page 10. We ask that NVTC prioritize this proposed study and that it assess how NVTC members are ensuring safe access to bus stops in addition to rail stations. Traffic fatalities have risen alarmingly in Northern Virginia. Pedestrians accessing bus stops on high-speed arterials are particularly at risk, and this disproportionately impacts lower-income and minority residents.*
- *Make the case for transit by prioritizing the analysis of environmental benefits - the proposed study to look at the environmental benefits of transit systems in the region should be prioritized by NVTC. This can help make the case for NVTC member agencies and investments needed. Multiple studies have demonstrated that shifting more trips to transit, biking and walking - in addition to rapid adoption of electric vehicles - is the only way to meet our adopted climate targets. Shifting travel modes and fostering walkable, transit-oriented land use with affordable housing also provide the most community co-benefits among transportation-climate strategies.*

We look forward to supporting your work in the 2023-2024 year and engaging our local partners to ensure its success in the community.

2. Jay Corbalis, representing JBG SMITH (JBGS) and the National Landing Business Improvement District:

Good evening, my name is Jay Corbalis. I'm here on behalf of JBG SMITH and the National Landing Business Improvement District to highlight the role multi-modal transportation plays in supporting sustainable economic development in National Landing. For those not familiar with JBGS, we are a real estate investment trust with 15.5m sf of mixed-use assets in transit-oriented submarkets across the DC region. This includes National Landing, where we serve as the development partner for Amazon on their 2nd headquarters, and Virginia Tech on their Innovation Campus.

Multi-modal transportation is National Landing's competitive advantage, helping us attract world-class companies and institutions while enhancing quality of life and reducing congestion. With three metro stations, 19 bus routes, 20 capital bikes hire docks and nearly 30 commuter trains per day, National Landing is already one of the best-connected places in the region. Indeed, a 2019 Arlington study found that over 70% of trips in National Landing are made by modes other than single occupancy vehicles. Now, as described in the BID's new Mobility Next report (<https://national.landing.org/our-downtown/mobility-next>), a series of planned transportation projects representing more than \$4b of investment are poised to transform the neighborhood into a national leader in sustainable mobility. These include:

- *An extension of our bus rapid transit system, the Crystal City/Potomac Yard transitway, to serve Pentagon City*
- *A second entrance to the Crystal City metro station*
- *A new passenger rail station serving VRE, Amtrak and we hope, MARC commuter trains*
- *A one-of-a-kind pedestrian bridge between National Landing and National Airport*

These projects were included in the agreement between Amazon and the Commonwealth, and each leverage past investments by improving and connecting existing service. This is especially true for the DCA connector and VRE station, which will enable a direct connection between VRE, MARC and Amtrak service and DCA.

While each of these projects is exciting individually, their true benefit is in the extraordinary connectivity they enable as part of a broader network. As the BID notes in "Mobility Next", once these projects are implemented, National Landing will be the "most connected downtown in America", meaning no other neighborhood in the country will offer more modes of transportation, going to more destinations, than National Landing.

All of this is possible thanks to decades of strategic investment and policymaking, including the NVTC's work to promote and fund quality transit service in the region. We greatly appreciate these efforts and encourage you to check out Mobility Next to learn more about how this work has helped National Landing become a national leader in mobility and economic development. Thank you.

3. Robert Whitfield, Fairfax County Taxpayers Alliance

Good evening, members of the Northern Virginia Transportation Commission. I am Robert Whitfield and I've lived in Northern Virginia for the past 35 years and I'm a member of the Fairfax County Taxpayers Alliance Forum and I have been coming to NVTC meetings for over a decade – probably about one hundred meetings – and have attended well over 5,000 meetings on transportation development and land use over the last 30 years in Northern Virginia. Unfortunately, some of the optimism of transit advocates is not shared by the facts that we have experienced post-COVID-19 and the challenge is to deal with the constraints of reduced ridership, particularly on Monday and Fridays, based on the long-term reliability of WMATA, VRE and other entities. I am not without hope, however, so, for instance to give you an example, this week I had lunch with someone who is a tour guide for the Museum of the Bible and he said to me something about "It would be nice if VRE had service on Saturdays so people could come to our museum." So, I will be writing a letter shortly, not just about the Museum of the Bible, but the entire opportunity for VRE to help increase tourism in D.C. on the weekends.

I sent something this afternoon, and I see Jeff McKay there, this newly announced reversal of lanes -- bi-directional lanes on I-95. A study was done last year --Senator Scott Surovell-- looking at extending the Blue Line to Quantico. Projected total cost \$27 billion. But in the course of looking at that program, I did see that, in fact, I knew from having driven down the county parkway, there is an old rail line that parallels the county parkway from Newington to Fort Belvoir. I suggested to DRPT that this should be a priority in the next five years because Fort Belvoir now has something like 70,000 people. So, I guess what I am is a selective person in terms of what I support, but we have to back things with financial feasibility studies. Funding needs to be more equally applied. Right now, as far as tolls, we have very inequitable practices, in fact discriminatory toll practices on I-66 and something needs to be done to end that. I will be writing to you more on this all shortly.

Mr. Aguirre stepped out of the room at 7:45 p.m.

On behalf of the entire Commission, Chair Palchik thanked the public for their comments. She then closed the public hearing. She reminded Commissioners that at the December meeting the Commission was briefed on the proposed FY 2024 G&A Budget and Work Plan. The Executive Committee approved both documents to be provided to the full Commission for action.

Ms. Mattice stated that the FY 2024 G&A Budget and Work Plan are the same versions as presented to the Commission in December. As a recap, the FY 2024 Budget includes resources to accomplish the NVTC Work Plan, including the administration of the I-66 and the I-395/95 Commuter Choice programs, oversight of WMATA, and management of the next phase of the Envision Route 7 BRT project. The proposed budget totals \$4,394,650 and is funded primarily by the member jurisdictions through direct contributions and state aid received by NVTC. She also stated that the FY 2024 Budget includes two new positions: a new program analyst position to provide additional support for NVTC's programs and a new project manager position is also included to manage the next phase of the Envision Route 7 BRT project. A provision for cost-of-living (COLA) and performance-based increases for existing staff is also included.

Chair Palchik asked for more information about what is included in the FY 2024 Budget for the revenue side of the Envision Route 7 BRT project, as well as the expenditure side. Ms. Mattice stated that NVTC will be receiving a \$2 million federal earmark for the project, with the local match from the Commonwealth and localities. This will fund the lead project manager position and the remaining funds being used for consultant support. Ms. Mattice provided more information about the timeline of the project, including seeking federal and state grant funding. The next phase of the project work is targeted to start at the beginning of the fiscal year (July 1).

Chair Palchik also observed that NVTC has a fellows program which brings in new ideas and expertise. She asked how the fellows program works. Ms. Mattice gave an overview of the fellows program, which is funded by a DRPT grant. NVTC recruits current under-graduate and graduate students for this program. NVTC plans to bring on-board another fellow in the next few weeks to work with the communications team.

Mr. McKay moved, with a second by Ms. Garvey, to approve the FY 2024 G&A Budget and Work Plan. The vote in favor was cast by Commissioners Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Palchik asked WMATA Board member Matt Letourneau to give his report.

Report from the WMATA Board Members. Mr. Letourneau reported that WMATA is well into the budget process. Next week the WMATA Board's Finance and Capital Committee will recommend a proposed FY 2024 Operating and Capital Budget as part of the public docket process. Some highlights of the Proposed General Manager's FY 2024 Budget include restoration of the Virginia 16M bus service by the restructuring of the existing 16G service, connecting Skyline to Crystal City every 12 minutes all day. The budget also proposes several service and fare optimization changes. In terms of fare optimization, weekday peak and off-peak fare structure would be consolidated. He explained that the Metrorail mileage rate would be standardized at \$0.40 per mile (after 3 miles), the max fare would increase to \$6.50 and the rail base fare would

match the bus base fare of \$2 all week. He stated that WMATA has not had a fare increase for five years. The fare optimization would be paired with a regional low-income fare program that would provide customers enrolled in the Supplemental Nutrition Assistance Program (SNAP) a 50% discount on trips, similar to the senior and disabled reduced fares.

Mr. Aguirre returned to the meeting at 8:05 p.m.

Mr. Letourneau stated that the budget includes several options for closing the \$185 million operating budget gap through revenue increases, expense reductions and federal funding assistance, including both ARPA funding and increased Infrastructure Investment and Jobs Act (IIJA) Federal Formula Funding for maintenance. The prominent tool WMATA will use to close the gap will be through the preventive maintenance (PM) allocation. The current Metro PM allocation to capital is \$60 million; however, the GM/CEO proposes to increase WMATA's FY 2024 IIJA Federal Formula Funding for maintenance by \$139.1 million to close the remaining operating budget gap.

Mr. Letourneau stated that the proposed FY 2024 Capital Budget is \$2.4 billion, and the Proposed FY 2024-2029 Capital Improvement Program (CIP) is \$14 billion. The CIP invests in six categories including railcar and railcar facilities, rail systems, track and structure rehabilitation, bus/bus facilities and paratransit, stations and passenger facilities, and operations and business support. The capital budget has enough funding capacity for the next few years; however, Metro's 10-year needs exceed \$25 billion and far surpass the projected available funding. He also announced that WMATA received another clean audit.

Mr. Letourneau stated that the Safety and Operations Committee received a presentation on the Q1/FY 2023 Metro Performance Report. This report focuses on ridership as well as safety and service reliability key performance indicators. There were 45.6 million passenger trips taken in Q1 of FY 2023, which is 10% above the forecast of 41.3 million and a 36% increase from the same period in FY 2022. September 2022 was the highest ridership Metro has seen the beginning of the pandemic in March 2020, at 60% of ridership in September 2019. Metrobus continues to be the primary mode of transportation with five million more trips taken compared to Metrorail.

Mr. Letourneau stated that WMATA has committed to taking several actions to address crime including the launch of Operation "Helping Hands," which is a program that puts more officers in the Metro system to interact with customers and prevent crime, highlight Metro's phone number and text-tip line and developing community partnerships.

Mr. Letourneau stated that the gradual return of the 7000-series trains to service has allowed Metrorail to improve performance. WMATA has started a seven-day inspection protocol, which will help roll out more trains.

Mr. Letourneau stated that the Safety and Operations Committee also received an update on Automatic Train Operations. The general manager has proposed an aggressive timeline for bringing back Automatic Train Operations. However, WMATA will need to work with the Washington Metrorail Safety Commission (WMSC).

Mr. Letourneau reported that WMATA staff briefed the Board on the draft WMATA Strategic Transformation Plan, which is a long-term strategy to direct WMATA's day-to-day decision making over the next five plus years. The plan goals are Service Excellence, Regional Opportunity and Partnership, Sustainability and Talented Teams. Each goal is supported by objectives and metrics which are set to achieve WMATA's vision of the future. Adoption of the Strategic Transformation Plan by the WMATA Board is anticipated for February 2023, following a public hearing. The adoption of a strategic plan every three years and the associated public hearing is a condition of Virginia's portion of the dedicated capital funding that was approved in 2018.

Mr. Letourneau stated that WMATA announced the Potomac Yard Metrorail Station in Alexandria will open in May 2023. The Potomac Yard Station will be an infill station between Ronald Reagan Washington National Airport and Braddock Road Stations on the Blue and Yellow Lines. On November 5, Metro concluded work to tie in the station and new tracks with the rest of the Metrorail system. The station is 90% complete and WMATA continues to work with the City of Alexandria, the contractor and safety partners to complete construction and prepare for passenger service.

Several Commissioners had questions about Metro's proposed mileage rate. Mr. Letourneau stated that the maximum increase in the mileage rate is somewhere between 5-6%. Ms. Gilroy asked if the change in fares is an outcome of WMATA's goal of simplification, because it does not seem to be simpler. Mr. Letourneau stated that they looked at four different options, but the problem is the equity analysis, and most of the options would not pass the test. In response to a question from Mr. Turner, Mr. Letourneau explained that WMATA already has a mileage rate. He provided more details about the mileage rates.

In response to a question from Mr. McKay about Automatic Train Operations, Mr. Letourneau stated that some of the issues have to do with the state of the infrastructure on the system and the amount of progress that needed for state of good repair. The new general manager has a different approach on ATO compared to his predecessor. Mr. Letourneau stated that Mr. Clarke has made it one of his top priorities for rail. The WMSC is aware of WMATA's desire to move ATO along and are being included in the process. Mr. McKay also asked if there are any proposed changes to the parking fees. Mr. Letourneau replied that there are not. Mr. McKay observed that for those customers riding from the outer jurisdictions will be paying max base fares as well as parking charges. Mr. Potts provided some further clarification on the proposed fare changes. Mr. Letourneau stated that peak and off-peak fares are being eliminated.

Ms. Cristol observed that it does seem to be a simplification for the purposes of how WMATA computes fares, but she is not sure how the rider is going to understand it. However, there is a benefit of eliminating the peak and off-peak fares. She asked if there is a fiscal impact to this proposed fare change. Mr. Letourneau stated that it is a small revenue positive impact. He further clarified that the ridership impact on the model is a plus \$1.9 million on the fare simplification and the budget impact is a positive \$7 million.

Ms. Bagley asked about the discussion of fare-free bus in the District of Columbia and how it impacts the budget. Mr. Letourneau stated that the WMATA Board will be discussing this next week. Basically, the District government would be covering the District's bus subsidy share, so it

does not impact the budget. The WMATA Board would need to approve a Memorandum of Understanding with the District of Columbia. He does have some concerns, especially as it relates to fare evasion on buses in the District.

Report from the Chair of the NVTC WMATA Committee. Since WMATA Committee Chair Alcorn was not present, Ms. Zack-Williams provided the committee report. Ms. Zack-Williams reported that the NVTC WMATA Committee met on December 9, 2022. WMATA staff briefed the committee on the draft WMATA Strategic Transformation Plan. The WMATA Committee had a great discussion with WMATA staff and provided feedback on the plan.

Ms. Zack-Williams announced that the next WMATA Committee meeting is scheduled for January 25th at 6:00 p.m. in NVTC Suite #230 to discuss comments on WMATA's FY 2024 Budget. As done in previous years, staff are proposing to work closely with WMATA Committee Chair Alcorn to draft a letter to WMATA based on the feedback received at the next committee meeting. The letter would then be submitted once WMATA opens the public comment period and shared with the entire Commission at the February meeting. As always, all Commissioners are invited to participate in the WMATA Committee meeting to share their comments on WMATA's FY 2024 budget. There was no objection to this approach.

Mr. Walkinshaw joined the meeting at 8:24 p.m.

Legislative Update

Chair Palchik asked NVTC's Legislative Liaison Aimee Perron Siebert to give a General Assembly update, followed by Ms. Mattice with a federal update.

General Assembly Look Ahead. Ms. Perron Siebert reported that the General Assembly Session starts next Wednesday, January 11, and hopefully ending on February 25. So far, not many bills have been filed. There are a few bills to remove the local grocery tax. Delegate Austin has filed a bill for VRE regarding funding. She will be monitoring all the legislation NVTC is tracking. She also reported that the governor's budget was released, which had no changes to transit or transportation funding.

Chair Palchik asked if any of the bills regarding the local grocery tax include provisions to use state budget surplus to offset the tax. Ms. Perron Siebert responded that she is unaware of any corresponding budget amendments that would do that, and currently the proposed bills would just eliminate the local grocery tax.

Ms. Mattice encouraged Commissioners to participate in the Virginia Association of Counties/Virginia Municipal League annual legislative day on Thursday, January 19, and the Virginia Transit Association's annual legislative day on Monday, January 23.

Ms. Mattice also noted that currently there is no Legislative and Policy Committee meeting scheduled, but the committee may need to meet in late January/early February depending on

what happens during the Session. Also, NVTC staff provide legislative updates to jurisdiction legislative staff and liaisons throughout the Session.

NVTC-PRTC Legislative Forum. Ms. Mattice thanked all that came out to the December 5 Annual Joint NVTC-PRTC Legislative Forum held in Springfield. It was a great event, with over 100 people participating representing local and state elected officials, both current and newly elected, as well as staff from U.S. congressional members, jurisdictions and other transit agencies, and the public. NVTC recorded the event, which can be viewed on NVTC's YouTube webpage. She did note that staff is looking at possible different locations for next year's event.

Federal Update. Ms. Mattice reported that just before the new year, President Biden signed the FY 2023 Omnibus Appropriations Bill that fully funds the Infrastructure Law plus additional funding for transit and road repairs following an emergency. She happily announced that the bill also includes \$2 million for NVTC to complete planning and National Environmental Policy Act work to further the Envision Route 7 BRT project. She expressed a huge thank you to Congressman Beyer and Congressman Connolly who jointly sponsored this funding.

Virginia Railway Express (VRE)

Chair Palchik welcomed VRE CEO Rich Dalton and asked him to give his report, to be followed by newly-elected VRE Operations Board Chair James Walkinshaw introducing the action and information items.

VRE CEO Report. Mr. Dalton stated that VRE staff are working on their Annual Report, which will be provided to the Commissions at the next meeting. He also reported that for calendar year 2022 overall ridership doubled from calendar year 2021 ridership, although still below pre-pandemic levels. Calendar year overall on-time performance was below target at 87%.

Chair Palchik asked for more information about the on-time performance. Mr. Dalton explained that the biggest factor impacting on-time performance is rail congestion. VRE, in partnership with the Commonwealth, are moving forward with the Transforming Rail in Virginia (TRV) program, which will help increase capacity and mitigate effects of congestion.

VRE's FY 2023 Revised and FY 2024 Recommended Budgets. Mr. Walkinshaw reported that the VRE Operations Board recommends Commission approval of Resolution #2494, which will approve the Amended FY 2023 VRE Operating and Capital Budget and the recommended FY 2024 VRE Operating and Capital Budget. The resolution also authorizes the VRE CEO to refer them to the jurisdictions for their formal review and adoption, as well as authorizes the executive directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding.

Mr. Walkinshaw noted that VRE Chief Financial Officer Mark Schofield is available to answer specific questions on the VRE budget, but first he would like to make some remarks about the jurisdictional subsidy discussion that occurred at the last Operations Board meeting. At the December 16 Operations Board meeting, VRE staff presented a balanced budget with no changes

to passenger fares as compared to FY 2023 and a recommended total jurisdictional subsidy contribution of \$18.3 million, which would return the subsidy to the pre-pandemic level.

Mr. Walkinshaw reminded Commissioners that in November, VRE and the Commissions successfully conducted the first Master Agreement Survey since 2019. The survey was cancelled for two years due to the pandemic and in FY 2022 and FY 2023, the subsidy was reduced to provide relief to the jurisdictions, and the additional required funding came from federal pandemic relief funds.

Mr. Walkinshaw stated that this year's survey validated what VRE has observed – namely, that while ridership overall remains below pre-pandemic levels, it has recovered more strongly on longer-distance trips, particularly for trips on the Fredericksburg Line originating in Spotsylvania County and the City of Fredericksburg. This change in the composition of VRE's ridership has two important impacts. First, as outlined in the Master Agreement, a jurisdiction's share of ridership determines its representation on the Operations Board. Second, the allocation of the annual jurisdictional subsidy is determined by the survey results. The subsidy allocation formula considers both the number of riders from a jurisdiction as well as an estimate of the amount of fare revenue paid by those riders.

Mr. Walkinshaw reported that there was a vigorous discussion by the Operations Board with some jurisdictions feeling that now is not the right time to return to full subsidy levels. Both he and Ms. Bagley expressed opinions that it is time to get back to full jurisdictional subsidies pursuant to the Master Agreement. After a long discussion, the Operations Board reached a compromise and approved the budget with a reduction in the jurisdictional subsidy contribution to \$16 million.

Mr. Schofield expressed his appreciation to Mr. Walkinshaw on how that discussion was handled and noted that VRE is now on a path to getting back to full subsidy levels, which will allow for long-term sustainability.

In response to a question from Chair Palchik, Mr. Walkinshaw stated that the survey results show that ridership has rebounded faster for those outer jurisdictions in the I-95 corridor. He stated that based on the survey results, the composition of the Operations Board will change with Fairfax County losing a seat on the Board effective July 1, 2023.

Mr. de Ferranti asked about the federal subsidy. Mr. Schofield responded that VRE received federal pandemic-relief funding from three different sources. VRE has used all of its Coronavirus Aid, Relief, and Economic Security (CARES) Act funding and now using the American Rescue Plan (ARP) Act, which should last for 3-4 years, depending on many factors. When that is depleted, VRE will use the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

Mr. Walkinshaw moved, with a second by Ms. Cristol, to approve Resolution #2494. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for

Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed. (a copy of the resolution is attached.)

VRE Applications to the I-395/95 FY 2024-2025 Commuter Choice Program. Mr. Walkinshaw stated that the VRE Operations Board also recommends Commission approval of Resolution #2495, which will authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, VRE application(s) to the I-395/95 Commuter Choice FY 2024-2025 program. It should be noted that the Commission's action does not constitute approval of any VRE application(s) or eliminate the need for the VRE application(s) to qualify for funding based on an objective evaluation using criteria established for the adopted I-395/95 Commuter Choice project selection process.

Mr. Walkinshaw explained that VRE staff have identified a group of capital and operating improvements that support and implement planned service enhancements authorized in the TRV initiative and are proposed for inclusion in a VRE Commuter Choice application(s). They include Transforming Rail in Virginia Post-Acquisition Service Start; Step-Up Service Restart and Fare Buy-Down; and Capital Funding for VRE Station Improvements.

Mr. Walkinshaw moved, with a second by Ms. Garvey, to approve Resolution #2495. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

2023 VRE Operations Board Officers. Mr. Walkinshaw announced that the Operations Board approved their slate of officers for 2023:

Chair:	James Walkinshaw (NVTC)
Vice-Chair:	Meg Bohmke (PRTC)
Treasurer:	Sarah Bagley (NVTC)
Secretary:	Ralph Smith (PRTC)

Installation of the 2023 VRE Officers will occur at the January VRE meeting. Chair Palchik congratulated Mr. Walkinshaw on his chair appointment.

Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl encouraged Commissioners to read the DRPT Report in the meeting materials. She stated that the Commonwealth Transportation Board met in December and approved a mid-cycle adjustment to the Six-Year Improvement Program (SYIO) adding \$6.3 million to the FY23 DRPT budget in Public Transportation Programs, including \$2.0 million to Capital Assistance, \$1.8 million to NVTC for the WMATA allocation, and \$2.5 million to the Transit Ridership Incentive Program (TRIP). The CTB also approved \$11.7 million funding for three TRIP projects to be added to the FY23-28 Six Year Improvement Program (SYIP), including \$7.3 million

for four new Loudoun County routes to serve the Dulles International Airport, Ashburn and Loudoun Gateway Stations on the Silver Line.

DRPT Director DeBruhl stated that DRPT received revenue forecasts for the FY 2024 program and the forecasts are trending above what was expected. The FY 2024 application cycle for all of DRPT's grant programs opened on December 1 and will close on February 1, 2023.

Chair Palchik also noted that DRPT is hosting a Communications Workshop on January 9, 2023 where DRPT staff will discuss marketing initiatives, social media campaigns and other ways for DRPT to provide assistance during the year.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events including staff getting out in the community, engaging with professional colleagues and learning the latest and greatest in transit issues.

Ms. Mattice also reviewed upcoming meetings, including the WMATA Committee meeting on January 25 and as mentioned earlier NVTC may need to convene a Legislative and Policy Committee meeting in late January or early February. The next Commission meeting is on February 2. She also reminded Commissioners about the various legislative advocacy days in Richmond.

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

Mr. Snyder requested staff put together talking points for Commissioners to use during the legislative advocacy events. He also noted that during the public hearing, there were some questions raised by the Coalition for Smarter Growth regarding safe access to transit. Ms. Mattice replied that this is already included in the Work Plan with several of the studies NVTC plans to do.

Closed Session

Chair Palchik stated that the Commission needs to go into Closed Session as a follow-up from last month's Closed Session. She explained that for the benefit of the listening public, the Commission will return to Open Session. The YouTube feed will continue with it muted and a screen notice stating that NVTC is in Closed Session. The meeting will resume LIVE when NVTC returns to Open Session.

Mr. Aguirre moved, with a second by Mr. Ebbin, to move the following motion:

"Pursuant to the Virginia Freedom of Information Act, Section 2.2-3711.A.1 of the Code of Virginia, I move that the Northern Virginia Transportation Commission convene a closed meeting for discussion of a personnel matter concerning the executive director's performance evaluation."

The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed.

The Commission entered into Closed Session at 8:57 p.m. and returned to Open Session at 9:08 p.m. The live stream feed was restored for public viewing.

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

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

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

The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed.

Mr. Aguirre moved, with a second by Mr. McKay, to approve the sixth contract amendments to the executive director's employment agreement and that the chair be authorized to execute it on behalf of the Commission. The vote in favor was cast by cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed.

Adjournment

Without objection, Chair Palchik adjourned the meeting at 9:10 p.m.

Approved this 2nd day of February 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable Canek Aguirre for His Service as Chair of the Northern Virginia Transportation Commission for 2022
- 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 Canek Aguirre was elected chair of the Northern Virginia Transportation Commission for 2022;
- WHEREAS:** Mr. Aguirre has been an advocate for equity in all aspects of transit, including zero and reduced fare initiatives that benefits those most in need, multi-lingual community outreach and marketing, and transit-oriented economic development in Northern Virginia;
- WHEREAS:** In 2022, Mr. Aguirre led NVTC during its 58th year of operations and, as chair, he engaged with the NVTC WMATA Committee, local jurisdictional leaders and regional stakeholders to develop the 5th *Annual Report on the Performance and Condition of WMATA*;
- WHEREAS:** Mr. Aguirre supported the Program Advisory Committee's recommendation to award over \$15 million in Commuter Choice funding for seven multi-modal projects that will benefit toll-payers and commuters along the I-66 corridor;
- WHEREAS:** Mr. Aguirre championed NVTC's efforts to coordinate effective transit options for riders while several Yellow and Blue Line Metrorail stations were closed to integrate the new Potomac Yard Metrorail Station and major rehabilitation work on the Yellow Line Bridge;
- WHEREAS:** Mr. Aguirre advocated for NVTC's ongoing work to bring Bus Rapid Transit service to the Route 7 corridor, connecting riders to the Silver and Orange Lines, the City of Alexandria's West End Transitway and Arlington County's high-capacity transit service along Columbia Pike.
- WHEREAS:** Mr. Aguirre oversaw the launch of NVTC's NoVaTransit Data Dashboard, an interactive tool to share and explore significant amounts of transit data in a user-friendly way; and
- WHEREAS:** Mr. Aguirre supported the Commission's efforts to develop the Northern Virginia Zero-Emission Bus (ZEB) Strategic Plan, a regional effort to ensure collaboration on ZEB policy and implementation while enabling the region to leverage Federal ZEB funding.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Canek Aguirre for his leadership as chair of NVTC for 2022 and 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 Mr. Aguirre as an expression of its gratitude and in appreciation for his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 5th day of January 2023.

Dalia Palchik
Chair



RESOLUTION #2492

SUBJECT: Selection of NVTC Representatives to Various Boards

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

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

WHEREAS: Virginia Secretary of Transportation Shannon Valentine designated Paul C. Smedberg to be the Secretary's designee on NVTC and the WMATA Board, which became effective January 1, 2019 with the term expiring January 4, 2022, and designated him again for a term starting on January 4, 2022 and expiring January 5, 2026;

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-05-2026

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-05-2027

Alternates

Canek Aguirre
Term expires 01-07-2025

Walter Alcorn
Term expires 01-04-2024

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Walter Alcorn
Daniel G. Storck
James Walkinshaw
Katie Cristol
Sarah Bagley

Alternates

Jeffrey C. McKay

Libby Garvey
Canek Aguirre

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

Virginia Transit Association Board:

Principals

David F. Snyder

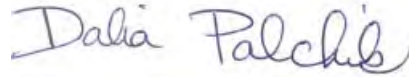
Katherine A. Mattice

Alternates

Katie Cristol

Canek Aguirre

Approved this 5th day of January 2023.



Dalia Palchik

Chair



David F. Snyder
Secretary-Treasurer



RESOLUTION #2493

SUBJECT: Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable David F. Snyder has been elected secretary-treasurer of NVTC for 2023; and

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

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

Hon. David F. Snyder
Katherine A. Mattice
Scott C. Kalkwarf

Secretary-Treasurer
Executive Director
Director of Finance and Administration

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

Approved this 5th day of January 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



RESOLUTION #2494

SUBJECT: Adopt and Refer VRE’s Amended FY 2023 Budget and Recommended FY 2024 Budget to the Jurisdictions

WHEREAS: The VRE Master Agreement requires the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the “Commissions”) be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the recommended FY 2024 Operating and Capital Budget within the guidelines developed in cooperation with the staff representatives of the local jurisdictions;

WHEREAS: The Amended FY 2023 and Recommended FY 2024 budgets reflect the continuing impacts of the COVID-19 pandemic which began in March 2020 and substantially reduced VRE’s ridership;

WHEREAS: The VRE Operations Board finds that the availability of emergency federal pandemic relief funding allows for VRE to supplement lost passenger revenues and achieve a balanced budget without requiring fare increases or service reductions;

WHEREAS: VRE staff recommends a budget based on a service level of 32 daily revenue trains and average daily ridership of 10,000 trips;

WHEREAS: The FY 2024 budget recommends no changes to current passenger fares, including the Amtrak Step-Up fare, which is currently suspended;

WHEREAS: The FY 2024 budget recommends a total jurisdictional subsidy contribution of \$16,000,000; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY 2024 VRE Operating and Capital Budget in the following amounts and forward this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$108,946,488
Capital Budget	<u>\$ 81,798,993</u>
Total Operating and Capital	\$190,745,481

BE IT FURTHER RESOLVED that NVTC hereby adopts the amended FY 2023 VRE Operating and Capital Budget in the following amounts:

Operating Budget	\$107,574,210
Capital Budget	<u>\$111,440,018</u>
Total Operating and Capital	\$219,014,228

BE IT FURTHER RESOLVED that NVTC hereby concurs with the VRE Operations Board's recommendation that, given the availability of federal pandemic relief funding to supplement lost passenger revenues, it is in the best interests of the Commissions and the riders of VRE that the Amended FY 2023 and Recommended FY 2024 Operating Budgets do not achieve a 50% recovery of operating expenses from passenger fares.

BE IT FURTHER RESOLVED that NVTC authorizes the executive directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, applications for the Transit Improvement Program and grants for FY 2023 and FY 2024, the anticipated revenues from which have already been incorporated in the budgets.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director of NVTC to submit to the Commonwealth the approved budget as part of the FY 2024 state aid grant applications.

Approved this 5th day of January 2023.



Dalia Palchik
Chair



David F. Snyder
Secretary-Treasurer



RESOLUTION #2495

SUBJECT: Authorize the VRE CEO to Submit VRE Applications to the I-395/95 Commuter Choice FY 2024-2025 Program

WHEREAS: On November 3, 2022, the Northern Virginia Transportation Commission (“NVTC”) and Potomac and Rappahannock Transportation Commission (“PRTC”) (jointly, the “Commissions”) opened a call for projects for the I-395/95 Commuter Choice FY 2024-2025 funding program;

WHEREAS: Transit operators serving NVTC and PRTC jurisdictions, expressly including the Commissions as joint operators of the VRE commuter rail service, are eligible applicants to I-395/95 Commuter Choice under the program’s governing Memorandum of Agreement with the Commonwealth;

WHEREAS: VRE staff have identified and prioritized capital and operating improvements for proposed Commuter Choice applications, totaling \$14.8 million for operations and \$30.9 million for capital projects, 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-395/95 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, a VRE application(s) to the I-395/95 Commuter Choice FY 2024 - 2025 program, to make any necessary corrections to the project amount or descriptions in the application(s) and execute all project funding agreements that may result from consideration of the VRE application(s).

BE IT FURTHER RESOLVED that the Commission’s action does not constitute approval of any VRE application(s) or eliminate the need for the VRE application(s) to qualify for funding based on an objective evaluation using criteria established for the adopted I-395/95 Commuter Choice project selection process.

Approved this 5th day of January 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer