

MINUTES
NVTC COMMISSION MEETING – JUNE 1, 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 7:03 p.m.

Members Present

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

Members Not Present

John J. Bell
Nick Clemente
Mike Turner

Staff Present

Kate Mattice, Executive Director	Tenley O'Hara
Monique Blyther	Ben Owen
Genoveva Cutrell	Aimee Perron Siebert <i>(via electronic participation)</i>
Andrew D'huyvetter	Noman Sayed
Matt Friedman	Sophie Spiliotopoulos
Allan Fye	Nathan Varnell
Rhonda Gilchrest	Melissa Walker
Scott Kalkwarf	Ronnetta Zack-Williams
Xavier Harmony	Rich Dalton (VRE)
Rachel Inman	Steve MacIsaac (VRE)
Ben Mattice	Joe Swartz (VRE)
Ann McGrane	DJ Stadtler (VPRA)

Opening Remarks

Chair Palchik welcomed everyone to the June 1, 2023 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube.

Chair Palchik recognized a couple of special guests representing the Virginia Passenger Rail Authority (VPRA), including Executive Director D.J. Stadtler and Board Member Jay Fisette who is a former NVTC Commissioner and former Arlington County Board member (he arrived later in the meeting). She also welcomed Takis Karantonis, who is an Arlington County Board member and was recently appointed to NVTC.

Chair Palchik reviewed the list of Commissioners participating electronically via Zoom: Ms. DeBruhl is participating electronically from Richmond under the provision of a member living 60 or more miles away from the meeting location; Mr. Letourneau is participating electronically for the WMATA Board Report portion of the meeting from Loudoun County due to a personal family reason; Mr. Karantonis is participating electronically from out of state for business travel; Mr. Walkinshaw is participating electronically due to a medical reason. Commission Secretary Rhonda Gilchrest confirmed an in-person quorum was present.

In response to a question from Chair Palchik, Ms. Mattice stated that NVTC did not receive any public comments this month.

Commendation for Departing Commissioner Katie Cristol

Chair Palchik noted that tonight the Commission is saying goodbye to departing Commissioner Katie Cristol. Chair Palchik congratulated Ms. Cristol on being selected to serve as the chief executive officer of the Tysons Community Alliance, a new non-profit public-private partnership promoting equitable economic growth and community development in the Tysons area. Unfortunately, that means she is leaving early from the Arlington County Board. The good news is that NVTC looks forward to continuing to work with Katie in her new role to promote transit initiatives across the region.

Chair Palchik noted that Ms. Cristol was also honored at the Virginia Transit Association's (VTA) annual conference last week where she received VTA's Outstanding Contribution by an Individual Award. She has been a tireless advocate for Arlington County, NVTC, the VRE Operations Board and the region. NVTC was proud to join VRE and the Northern Virginia Transportation Authority (NVTA) in nominating her for this honor.

Chair Palchik stated that a Resolution of Commendation was prepared for Ms. Cristol who has served on NVTC since 2016 and as chair in 2020 and 2021. Although Chair Palchik did not read the entire resolution, she provided highlights. She noted that Ms. Cristol has been an advocate for:

- long-term, sustainable funding for transit;
- a truly multi-modal transportation network;

- economic growth and development;
- improved transit service; regional collaboration;
- zero- and reduced-fare initiatives; and
- transportation equity.

Mr. de Ferranti moved, with a second by Mr. McKay, to approve the Recommendation of Commendation for Ms. Cristol. (There were multiple makers and seconders of the motion.)

Mr. de Ferranti observed that after the murder of George Floyd in May 2020, then NVTC Chair Cristol opened the June meeting with an extraordinary invitation for transportation to play a role in improving the American story and he observed that her words were exactly the right tone to set. He noted that the balance between focusing on the big issues in the meetings and the critical details and as well as flexibility when needed has been a hallmark of Ms. Cristol's excellent leadership. He thanked her for her service.

Chair Palchik stated that she is thrilled that NVTC is working on projects like Envision Route 7 BRT, which begins in Tysons and travels through multiple jurisdictions. There will be continued opportunities to partner with Ms. Cristol in her new role.

The Commission then voted on the motion. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik, Read, Skiles, Smedberg, Snyder and Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Karantonis, Mr. Letourneau and Mr. Walkinshaw voted in the affirmative. The motion passed unanimously.

Chair Palchik presented a copy of the resolution to Ms. Cristol. (A copy of the resolution is attached.)

Ms. Cristol thanked the Commission for the kind words. She stated that the work she has done on the Commission has been some of the most meaningful work she has done during her tenure on the Arlington County Board. She thanked her fellow Commissioners for being extraordinary colleagues. She stated that she has been sorting through her notebooks she has kept over the last eight years and one of the most impactful things she found was in her notes from a NVTC meeting in 2018 shortly after the General Assembly agreed to fund the Commonwealth's share of WMATA's capital needs, but it came at a significant cost to governance. It was a moment for regional leaders to rally to "join or die" and to wrap around the idea of speaking with one voice on the WMATA Board. It required everyone to place their trust in each other. That trust has been well-founded and has paid dividends. She observed that as the region faces other challenges for WMATA, as well as other incredible opportunities in the region such as the Route 7 BRT, it will once again require those leaders to keep their trust in one another.

Oath of Office for a New Commissioner

Chair Palchik announced that Arlington County Board member Takis Karantonis has been appointed to replace Katie Cristol on NVTC. Chair Palchik welcomed him to NVTC and virtually administered the ceremonial oath of office. Commissioners welcomed Mr. Karantonis to NVTC.

Mr. Karantonis stated that he has important shoes to fill as he is replacing Katie Cristol. He thanked her for her contributions to Arlington County and NVTC.

Minutes of the May 4, 2023 NVTC Meeting

Mr. Skiles moved, with a second by Mr. Aguirre, to approve the Minutes of the May 4, 2023 NVTC meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik, Read, Skiles, Smedberg, Snyder and Tuck. Mr. de Ferranti abstained. A roll call vote followed for Commissioners participating electronically and Mr. Letourneau and Mr. Walkinshaw voted in the affirmative and Mr. Karantonis abstained. The motion passed.

Consent Agenda

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

- A. Authorize the Executive Director to Execute an Extension to NVTC's State Legislative Liaison Services Contract
- B. Approve Resolution #2498: Appoint Takis Karantonis as a Principal Member to the VRE Operations Board

Mr. McKay moved, with a second by Ms. Bagley, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik, Read, Skiles, Smedberg, Snyder and Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Karantonis, Mr. Letourneau and Mr. Walkinshaw voted in the affirmative. The motion passed.

Commuter Choice Program

Chair Palchik stated that the Commission had an extensive presentation at the May meeting regarding the staff-recommended and Joint Commission Working Group-endorsed Commuter Choice I-395/95 Program of Projects for FY 2024-2025. Commuter Choice Senior Project Manager Ben Owen is back this month to present the two action items.

I-395/95 Commuter Choice FY 2024–2025 Program of Projects. Mr. Owen stated that staff is seeking Commission approval of Resolution #2499, which will adopt the recommended I-395/95 Commuter Choice FY 2024-2025 Program of Projects and refer the program to the Commonwealth Transportation Board (CTB) for final action later this month. The Potomac and

Rappahannock Transportation Commission (PRTC) is taking up a matching action this evening. He stated that the Program of Projects is the same as what was briefed to the Commission at last month's meeting. Since then, staff has wrapped up a very successful public comment period with 646 submissions, which is more than five times as many as in any prior round in either corridor. He stated that the meeting materials include a link to the 100 pages of comments received. Overall, the comments are very supportive of the projects being recommended for funding.

Mr. Owen provided a recap of the program: \$48 million for 13 projects that will support an estimated 11,000 additional weekday trips in the I-395/95 corridor while reducing greenhouse gas emissions by three-quarters and saving commuters \$4 million per year in fuel expenses relative to drive-alone travel. The programming action will also commit to funding the remaining \$18 million requested for two larger capital projects off the top in the next Program of Projects for FY 2026-2027. (The list of projects is included in the resolution.)

Chair Palchik observed NVTC received great feedback during the public comment period and she thanked the outreach team who did an incredible job.

Mr. McKay moved, with a second by Ms. Garvey, to approve Resolution #2499, which will approve the I-395/95 Commuter Choice FY 2024–2025 Program of Projects for submission to the Commonwealth Transportation Board and authorize the executive director to execute the Standard Project Agreements. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik, Read, Skiles, Smedberg, Snyder and Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Karantonis, Mr. Letourneau and Mr. Walkinshaw voted in the affirmative. The motion passed. (A copy of Resolution #2499 is attached.)

Arlington Transportation Demand Management Standard Project Agreement Changes.

Mr. Owen stated that the Commission is asked to approve Resolution #2500, which will authorize the executive director to execute changes to the Commuter Choice Arlington Transportation Demand Management Standard Agreement. He explained that staff is seeking to modify the scope of Arlington County's existing I-66 Commuter Choice project that was awarded in June 2019 for transportation demand management activities. The change would direct the remaining funding on the award (\$566,000 of \$1.35 million) away from education and outreach to corridor commuters on their travel options and towards a short-term peak-period free-fare campaign on ART bus routes operating along or into the I-66 corridor. The shift would better reflect post-pandemic opportunities and needs for the funding – namely helping ART rebuild its ridership, which remains down – and with more readily measurable outcomes.

Mr. Owen explained that staff reviewed the proposed amended scope with Commonwealth partners for their concurrence to ensure that it would benefit I-66 toll payers and thus continue to meet the eligibility parameters of the program. The Arlington County Board approved the scope change at their May 13 meeting.

Mr. de Ferranti moved, with a second by Ms. Garvey, to approve Resolution #2500, which will authorize the executive director to execute changes to the Commuter Choice Arlington Transportation Demand Management Standard Agreement. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik,

Read, Skiles, Smedberg, Snyder and Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Karantonis, Mr. Letourneau and Mr. Walkinshaw voted in the affirmative. The motion passed. (A copy of Resolution #2500 is attached.)

Report from the Chair of the Legislative and Policy Committee

Chair Palchik stated that the Legislative and Policy Committee met in May. She asked Legislative and Policy Committee Chair Canek Aguirre to give an overview of the committee meeting and Executive Director Kate Mattice to introduce the action item.

Legislative and Policy Committee Meeting. Mr. Aguirre reported that the Legislative and Policy Committee met on May 17 and was briefed on the upcoming primary elections and the changing composition of the Northern Virginia delegation at the General Assembly. Educating incoming legislators on NVTC's transit priorities, policies and history will be a key focus moving into the next Session. The committee was also briefed on the updated Value of Northern Virginia Transit to the Commonwealth study and the Metro Operating Funding and Reform Working Group. He stated that the committee looks forward to working closely with the WMATA Committee and championing the findings of the Value of Transit Study as the committee develops NVTC's legislative agenda for next year. He then turned it over to Ms. Mattice to introduce the Value of Northern Virginia Transit to the Commonwealth study and the associated action.

Value of Northern Virginia Transit to the Commonwealth Study. Ms. Mattice stated that the Commission is asked to take action to accept the findings of the Value of Northern Virginia Transit to the Commonwealth study, which ties into the much larger conversation that the Commission and the entire DC metro area will have about long-term sustainable operating funding for Metro. As the WMATA Committee and Legislative and Policy Committee have heard over the last few months, a staff-level, technical working group is examining potential revenue sources for consideration in Virginia. The working group's efforts will feed into the larger regional conversation and will inform NVTC's legislative agenda heading into 2024.

Ms. Mattice asked NVTC's Senior Program Manager Ann McGrane to present the key findings of the study and noted that the presentation supports the justification for ongoing and increased investment in the region's transit network and shows how the transit network benefits every resident across the entire Commonwealth. The full technical report of the methodology and findings is posted online at <https://novatransit.org/valueoftransit>.

Ms. McGrane stated that Northern Virginia is shaped by its transit network. The region has grown and job locations have been influenced by the presence of high-quality transit in the region. By quantifying the value of transit in terms of personal income and sales tax revenue to the Commonwealth, NVTC has created a more tangible metric that demonstrates transit's value – especially to those who live outside the region in areas that are less dependent on transit for their continued success.

Ms. McGrane explained that the study findings show that Northern Virginia transit (local and regional buses, Metrorail and VRE) generates \$1.5 billion in personal income and sales tax

revenue to the Commonwealth each year. This is money that flows to Richmond to be used for programs and services in all parts of the Commonwealth. Of that, it is estimated that at least \$1 billion can be attributed to Metrorail. Compared to the 2018 Report, this study was more robust and included local and regional buses. She noted that the study uses 2025 as the analysis year, which means the analysis adjusted for the impacts of the COVID-19 pandemic while also looking at a period further from COVID's direct effects. It also includes growth around Amazon HQ2, Silver Line phase 2, etc. The study calculated indirect and induced employment impacts and it captures the interconnectedness of the region's economy and employment. This is a key difference from the previous study.

Ms. McGrane explained that the study used travel modeling to compare a status quo scenario for 2025 to a 2025 scenario where no transit existed in Northern Virginia. This results in seeing the difference in trips, miles traveled and congestion to help to better understand transit's impact. Without transit, more people would shift to cars, with approximately 278,000 new vehicle trips per day (a 5% increase); 1.8 million more miles traveled by car (a 6% increase); and 209,000 additional hours stuck in traffic (a 64% increase). These are somewhat incomprehensibly large numbers to understand, so some takeaways are:

- If you lined up cars to represent each new trip, that line would stretch from New York City to Chicago.
- The increase in delay is much greater than the increase in miles traveled. This means that typical trips take longer, so the number of destinations people can reach within a 30-minute drive would decrease.

Ms. McGrane explained that without transit, drivers concentrate in areas that transit previously served. For destinations in particular, it would most likely be work locations. A main takeaway here is that many more people will try to drive into already congested office and retail areas. She also noted that without Metrorail, VRE and regional buses crossing the Potomac River, the river becomes even more of a barrier. There would be about 155,000 additional vehicles crossing the Potomac River each day. To better understand these numbers, she compared this with the Hampton Roads area. This increase in traffic volume is equivalent to the daily traffic on the two bridge-tunnels for I-64 and I-664. Another comparison is that it is about the population of Roanoke and Harrisonburg combined. If the bridges in this region were widened to address increased congestion, it would take two additional lanes on the Memorial, Roosevelt and Wilson Bridges; and three additional lanes on the 14th Street Bridge.

Ms. McGrane explained that after understanding the impact of having no transit would have on travel in the region, the study moved to the next step in the process. This removed employment and households from the model until traffic acted like it did in the 2025 base scenario. It results in the number of jobs and households that transit supports. If transit did not exist, 157,000 existing jobs would need to be removed from Northern Virginia to return the transportation network to its normally congested state. Seventy-six percent of these jobs are within ½ mile of a Metro station, again pointing to the impact of Metrorail in particular. Low-income households are also disproportionately affected in a no transit scenario. They make up 17% of the labor force but represent about 32% of the job losses.

Ms. McGrane stated that as she mentioned earlier, this study is more robust than NVTC's previous study because it considers indirect and induced employment. The previous study would have stopped at 157,000 jobs lost. However, that doesn't address the total employment impacts that would occur. Job losses in one area often lead to jobs losses elsewhere. Indirect impact refers to jobs that provide goods and services to firms that were directly impacted in this no transit scenario. For example, attorneys, accountants or a local office supply store might reduce their headcounts or close due to fewer businesses to serve in the region. This then leads to the induced impact, in which people who previously worked at a directly or indirectly impacted firm no longer have wages to spend on their morning coffee, work lunch or trip to the movies. Taken as a whole, not having transit would impact 311,000 jobs with nearly 41,000 of those in areas outside of Northern Virginia. Ms. McGrane also noted the substantial impact to the region's households. 128,000 households would need to be removed to return traffic levels to normal. That's about 13% of the region's housing stock.

Ms. McGrane stated that the study calculated user and environmental costs to workers and residents of Northern Virginia. While \$1.5 billion in revenue for the Commonwealth is the key takeaway for this study, things like additional emissions, serious injuries and value of time wasted sitting in traffic are equally important. \$1.5 billion in revenue helps fund programs and services for people across Virginia and it is about 5% of Virginia's general fund revenue, as well as a 160% return on investment. She also emphasized the impact on freight as Virginia has inland ports near Front Royal and Richmond and they rely on I-66 and I-95 being reliable.

Chair Palchik commended Ms. McGrane on the study. Chair Palchik stated that there are also impacts from traffic accidents resulting in physical and economic costs, as well as the impact to public safety and emergency response. Ms. McGrane stated that the technical report provides more information about these kinds of impacts.

Ms. Bagley stated that she grew up in Hampton Roads and can really appreciate that comparison. She asked if the study looks at health impacts such as asthma and other side effects of increased congestion. Ms. McGrane stated that the study calculated emissions but did not quantify those kinds of impacts.

Ms. Garvey stated that transit does not stop at the river, so without transit the entire region would collapse. Mr. Foust stated this is excellent analysis. In response to his question, Ms. McGrane stated the initial methodology was based on what was done in the 2018 study, which used the regional travel model. For the economic piece, there were established guidance that was used. Mr. Karantonis stated that even a small degradation of transit will impact land values. He asked how NVTC can convey to the General Assembly and the Commonwealth that the worse scenario starts at the tipping point in degradation.

Mr. Letourneau left the meeting and did not reconnect.

Mr. Snyder suggested making the \$1.5 billion figure real to the rest of the Commonwealth, such as how many more teachers or police officers can be funded. Mr. McKay stated that the most important thing is how NVTC uses this study and who is the target audience, which needs to be broader than just the General Assembly. The audience needs to be business groups, trade organizations, media, constituents (who will talk to their General Assembly members on how it

affects them and their locality), and targeted social media. These target audiences need to go beyond this region to other parts of the Commonwealth. He suggested telling a story for people to understand how it impacts people in other parts of the Commonwealth. Ms. Mattice stated that since the 2018 report, NVTC's communications team has grown and is better equipped to get the word out. The team worked with Virginia Transit Association to spread today's press release to media throughout the entire Commonwealth. Staff will work with key partners and business groups. Chair Palchik suggested radio as well. Mr. Aguirre expressed his support for targeted social media.

Mr. Foust asked about the \$1.5 billion figure and the net profit. Ms. McGrane stated that the net profit is in the \$600 million range (in 2021 dollars). Mr. Foust stated that both numbers are relevant.

Mr. Alcorn moved, with a second by Ms. Garvey, to accept the findings of the Value of Northern Virginia Transit to the Commonwealth study. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik, Read, Skiles, Smedberg, Snyder and Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Karantonis and Mr. Walkinshaw voted in the affirmative. The motion passed.

Chair Palchik stated that there are no state or federal legislative updates this month.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Palchik asked the WMATA Board members to give their report.

Report from the WMATA Board Members. Mr. Smedberg stated that Mr. Letourneau sends his apologies for having to drop off from the meeting. Mr. Smedberg stated that the Safety and Operations Committee received an update on the Q3 FY 2023 Metro Performance Report. Most notably, Metrorail customer satisfaction was 79% in Q3 FY 2023, which is a 10% increase from the prior year. This large increase reflects improved train service and reliability. The new Silver Line Phase 2, which opened in November 2022, served more than 1.1 million riders in its first five months, with Washington Dulles International Airport and Ashburn as the most popular stations. Part 1 crimes were above target, with parking lot crimes more than tripled with motor vehicle thefts increasing. On Metrobus, the employee assault rate did not meet target and has been increasing over the course of the fiscal year.

Mr. Smedberg also reported that WMATA released a report on an ongoing cyber investigation initiated by the Office of Inspector General (OIG) regarding allegations of a data security breach or leak. In January 2023, the OIG was alerted by WMATA's cyber security group that it detected abnormal network activity originating in Russia. WMATA's initial findings found that the credentials of a contractor who was no longer working for WMATA had been used to access a sensitive WMATA directory from Russia. The continuing investigation revealed that WMATA failed to follow its own data handling policies and procedures as well as other policies and procedures establishing minimum levels of protection for handling and transmitting various types of data collected by WMATA. While the investigation is still ongoing, OIG issued a management

assistance report in order to elevate the multitude of IT-related critical recommendations, policy violations and unsound IT practices that continue to plague WMATA. He stated that WMATA contacted the Federal Bureau of Investigations (FBI), consulted with Dark Team Microsoft, and hired a new cyber-IT director starting next week.

Mr. Smedberg also announced that the Yellow Line reopened earlier in the month following an eight-month rehabilitation project to repair the deteriorating 1970's tunnel and bridge. The reopening will provide a faster, more direct connection for customers between Virginia and downtown DC, including travel to/from Washington National Airport. Additionally, the Potomac Yard Metro station opened on May 19 connecting one of Alexandria's fastest growing communities to the region.

Mr. Smedberg stated that WMATA has now shifted its focus to rail replacement work on the Orange Line in Virginia. During the construction, which will be done in two phases, Metro will replace the original 40-year-old steel rail between the Ballston-MU and Vienna stations. From June 3 - 25, stations will be closed from Vienna to East Falls Church and from June 26 - July 16, only Vienna and Dunn Loring will be closed. During the first phase, the Silver Line will run in two segments from Ashburn to McLean and Ballston to Downtown Largo. There will be free local and express shuttles available, as well as limited-stop service between Washington Dulles International Airport, McLean and Rosslyn. Metro staff has also been working with jurisdictional partners to coordinate efforts and has been active with customers online through social media, emails and other forums to provide information about the project and travel alternatives.

Mr. Smedberg reported that ridership is increasing. With Capitol One bringing employees back to the office, Metro has seen an increase in ridership at the McLean Station. He stated that WMATA is even having some capacity issues.

Mr. Snyder asked for crime data by jurisdiction. Mr. Smedberg stated that WMATA staff can provide this information to Commissioners. He stated that WMATA is doing everything it can to improve safety. Ms. Gilroy asked about the 79% increase in customer satisfaction and if there is a correlation with increased security. Mr. Smedberg stated that people are concerned with security but overall satisfaction is due to higher service frequency, reduced headways and other initiatives such as weekend flat fares, etc.

Chair Palchik stated that WMATA General Manager/CEO Randy Clarke will join the Commission at its July 6 meeting.

Report from the Chair of the NVTC WMATA Committee. Mr. Alcorn stated that the June 15 WMATA Committee meeting has been cancelled. The next NVTC WMATA Committee meeting is scheduled for July 20 at 6:00 p.m. and as always, all Commissioners are welcome to attend.

Transit Resource Center – Opportunities for Bus Priority in Northern Virginia

Chair Palchik announced that Xavier Harmony and Sophie Spiliotopoulos are back this month to give a presentation on their research that quantifies the cost of congestion to the region's bus providers. This information will be shared with the local transit providers to help them prioritize which bus corridors should be considered first to invest in infrastructure such as transit signal priority. Ultimately, investing in capital infrastructure can save a lot of transit operating dollars over the years.

Mr. Harmony explained that the research looked at opportunities for improving bus priority on key corridors in Northern Virginia where certain types of technology and service improvements could reduce the operational cost of these bus services. The report has two main goals. First, the report documents existing speed and congestion issues for buses in Northern Virginia, giving insight into the severity of congestion problems in the region. Second, the report provides a way to prioritize bus priority treatments by focusing on their financial impacts to agencies and jurisdictions. He noted that Fairfax CUE Bus data was not available so they are not included in the analysis. He presented a case study of Metrobus 28A.

Ms. Spiliotopoulos summarized the research findings. She stated that bus speeds in Northern Virginia are slow due to buses getting stuck in the same congestion as other traffic. As a result of congestion, bus speed and travel times along a bus route vary greatly throughout the day, leading to increased costs to provide bus service. Congestion-related bus delays cost transit agencies serving Northern Virginia up to \$19 million per year. Metro and Fairfax rank in the top two and account for most congestion in their schedules. Rankings change when considering route length and population density. Metrobus 28A consistently ranks as the highest cost route no matter the method.

Mr. Harmony reviewed the key takeaways. He stated that understanding bus speed and congestion helps identify opportunities for studying bus priority treatment candidate locations and study new potential BRT corridors. This work affects funding by highlighting packages of projects for funding to help the region's bus system, providing a way to prioritize funding and demonstrating how increases in capital funding can save operating dollars. He stated that regional analysis allows for a holistic understanding of street congestion. This analysis supports related regional work, including Metro's Better Bus Network Redesign, NVTC's Regional Bus Analysis and Northern Virginia Transportation Authority's Bus Rapid Transit Preliminary Deployment Plan. NVTC will share the analysis with local jurisdictions to support the development of capital projects that increase bus speeds, such as transit signal priority, queue jump lanes, and dedicated bus lanes. Each bus corridor will require additional analysis to determine the correct bus priority treatment for each corridor.

Mr. Harmony stated that the report still has several levels of review before it is finalized and shared with Commissioners.

Chair Palchik noted the importance of north-south travel for buses, which is critical to the overall transit network. She asked how staff would describe some of the other treatment opportunities. Mr. Harmony gave an overview of different bus priority treatments, such as BRT. He stated that one slide taken out of the presentation to save time showed overlapping routes and he offered

to provide this to Commissioners. He noted that targeting a small segment with a couple BRT improvements can improve multiple routes. The jurisdictions can use this research to take the next steps to make these types of improvements.

Ms. Bagley stated that with King Street, signal prioritization could be one example of making improvements. She asked if the study goes to this level for the jurisdictions. Mr. Harmony explained that the scope of the study is broad to allow the jurisdictions to go deeper. He also explained how costs were calculated.

Ms. Mattice stated that there are opportunities for the localities to look at regional grant applications, such as Smart Scale. There could also be some economies of scale for jurisdictions to come together for these types of investments.

Several Commissioners had technical questions, which Mr. Harmony responded. Mr. Foust asked if staff are communicating with jurisdictional staff about this research. Mr. Harmony responded that the report has been sent out to the jurisdictions for their buy-in and has also been presented to the Management Advisory Committee. Mr. Foust requested that staff give the Commission an update in six to 12 months on how the report was used and its impact.

Mr. Smedberg left the meeting at 8:49 p.m., followed by Mr. Skiles and Mr. Tuck at 8:50 p.m. They did not return.

Virginia Passenger Rail Authority Presentation

Chair Palchik stated that in 2020 the Commonwealth of Virginia created the Virginia Passenger Rail Authority (VPRA) to promote, sustain and expand the availability of passenger and commuter rail service in the Commonwealth. This includes both the Virginia funded Amtrak services and investments that support the Virginia Railway Express. As a co-owner of VRE, NVTC is interested in the efforts and progress of the VPRA. She again welcomed VPRA's Executive Director DJ Stadtler, who is present to give an update on the Transforming Rail in Virginia program and how NVTC as a VRE co-owner can best engage with them.

Mr. Stadtler introduced VPRA Chief Operating Officer Mike McLaughlin and he also recognized VPRA Board Chair Jennifer DeBruhl and Board Members Jay Fisette and Rich Dalton. Mr. Stadtler explained that VPRA was given all powers necessary for carrying out its statutory purposes:

- Manage passenger rail in Virginia
- Design, build, finance and maintain rail facilities
- Direct recipient of USDOT Grants
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-member Board
- Partners with Amtrak and VRE to operate passenger and commuter rail service

Mr. Stadtler stated that VPRA is doing projects throughout all corners of the Commonwealth. He reviewed the Virginia Passenger Rail Network, which includes four state-supported Amtrak routes (eight daily roundtrips to Roanoke, Richmond, Newport News and Norfolk); two VRE

commuter routes (16 daily roundtrips to Manassas and Fredericksburg); five Amtrak long distance roundtrips; and one North Carolina-supported roundtrip. He also provided ridership data.

Mr. Stadtler then reviewed several of the major Transforming Rail in Virginia projects in the Northern Virginia region. The process has been crafted so that the major projects in Phase 1 will be completed by 2026, thus unlocking more service. By 2030, when the Long Bridge and the Franconia-Springfield bypass are done, more service can be added to allow for nearly hourly service with more train slots for Amtrak and VRE.

Mr. Stadtler gave a detailed overview of the two phases of the Long Bridge project (south package and north package) and many of the complex challenges. Currently, the project is 30% design complete and working through comments from stakeholders. The procurement process is already underway. The full project will be completed by 2030.

For the Crystal City Amtrak Platform, Mr. Stadtler explained that Amtrak and VPRA have jointly applied for a \$33.8 million grant for the \$42.3 million project, which includes design and construction of a new Crystal City high level platform located on the southern end of the planned new VRE Crystal City island platform. Along with improvements related to Amazon HQ2 there will be direct access to Reagan National Airport from the Amtrak platform.

Mr. Stadtler also noted that final design is expected by the end of 2023 to construct a new fourth track from Alexandria Station to Rosslyn interlocking. The Franconia-Springfield Bypass project is a 1.3-mile bypass to be located just south of the Franconia-Springfield Station. The project will design and construct a single track on a bypass bridge with accommodations for a future second track and will allow passenger trains to crossover to serve VRE stations on the west/north of Franconia and on the east/south of Franconia. This will result in reducing conflicts between passenger trains and freight trains. The project is at 30% of the design phase.

Chair Palchik commended the General Assembly and others who had the foresight to create this coordinated authority to move the future of passenger and commuter rail forward in Virginia. Mr. Stadtler stated that it is only possible with the great partnerships here at NVTC and VRE, as well as with many others. He noted that congestion in the region is not sustainable and it is important to get people on more trains.

Mr. de Ferranti asked Mr. Stadtler to let NVTC and the localities know how they can help to keep the Long Bridge project, especially the north package, on track for completion by 2030. Mr. Aguirre asked about what North Carolina is doing to improve rail service. Mr. Stadtler stated that Virginia has partnered with North Carolina to improve rail service to Raleigh. VPRA also works with Maryland. Ms. Garvey asked about high-speed trains. Mr. Stadtler stated that the hope is to get speeds up to 79 miles per hour, with the understanding that there are places where the trains cannot go that fast and there are heat restrictions in the summer that can affect speed. Ms. Bagley gave a personal example of the benefits of riding trains. She also observed that train delays are a national problem and asked if VPRA is seeking best practice lessons from other states making similar efforts. Mr. Stadtler explained that there are a few states that own rail infrastructure and there has been a big movement over the last decade for states to work

together and with Amtrak as part of the State Amtrak Intercity Passenger Rail Committee to improve performance.

Virginia Railway Express (VRE)

Chair Palchik welcomed VRE CEO Rich Dalton and asked him to give his report. She noted that Mr. Walkinshaw asked Mr. Alcorn to present the action items on his behalf.

VRE CEO Report. Mr. Dalton reported that for the month of May overall on-time performance was 85% and average daily ridership was at about the mid-6,000 range. He announced that VRE will be running excursion trains at the annual Manassas Railway Festival on June 3. He recognized DRPT Director DeBruhl who recently participated in a VRE system tour. He invited other Commissioners to reach out to him if they would like a tour.

In response to a question from Chair Palchik, Mr. Dalton stated that fare summons are not directly related to on-time delays. In response to a question from Mr. Foust, Mr. Dalton stated that VRE is not seeing any increase in crime. He also responded to Mr. Snyder's question about average daily ridership compared to pre-pandemic timeframe. VRE is seeing ridership at 30-35% of pre-pandemic levels. Comparing ridership in January 2022 from May 2023, VRE has seen ridership increase up to 80%, so ridership is gradually increasing over time. VRE staff is closely watching changes in ridership patterns and looking for opportunities to meet the demand. Until planned track improvements are completed, VRE needs to be creative as capacity on tracks is constrained.

VRE Maintenance Services for Commuter Rail Contract. Mr. Alcorn stated that the VRE Operations Board recommends Commission approval of Resolution #2501, which will authorize the VRE CEO to execute an amendment to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$11,825,500 for the third year of the first option period, for a total contract value not to exceed \$70,751,779 through June 30, 2024. This action will authorize the continuation of contracted services for the maintenance, inspection, and repair of VRE locomotives, passenger rail cars and maintenance facilities for FY 2024.

Ms. Garvey moved, with a second by Mr. Aguirre, to approve Resolution #2501 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik, Read and Snyder. A roll call vote followed for Commissioners participating electronically and Ms. DeBruhl (voting as Mr. Smedberg's alternative), Mr. Karantonis and Mr. Walkinshaw voted in the affirmative. The motion passed.

VRE Operating Services for Commuter Rail Contract. Mr. Alcorn stated that the VRE Operations Board recommends Commission approval of Resolution #2502, which will authorize the VRE CEO to execute an amendment to the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$19,129,000 for the fourth year of the second option period, for a total contract value not to exceed \$249,717,057 through June 30, 2024. This action will authorize the fourth year of the final option period and continue the

contracted services for management, supervision and certified locomotive engineers and conductors to operate VRE commuter rail trains for FY 2024.

Ms. Garvey moved, with a second by Mr. Aguirre, to approve Resolution #2502 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik, Read and Snyder. A roll call vote followed for Commissioners participating electronically and Ms. DeBruhl, Mr. Karantonis and Mr. Walkinshaw voted in the affirmative. The motion passed.

VRE Operating Access Agreement with Norfolk Southern. Mr. Alcorn stated that the VRE Operations Board recommends Commission approval of Resolution #2503, which will authorize the VRE CEO to execute a letter agreement to extend the current term of the Operating Access Agreement with Norfolk Southern Railway Company for one year to expire on June 30, 2024. The term of the current Operating Access Agreement with Norfolk Southern Railway Company will expire June 30, 2023. VRE and Norfolk Southern staff have been in discussions on terms for a new agreement and both parties agree more time is needed. All other existing terms and conditions will remain the same through the extension period ending June 30, 2024.

Ms. Garvey moved, with a second by Ms. Bagley, to approve Resolution #2503 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Gilroy, McKay, Palchik, Read and Snyder. A roll call vote followed for Commissioners participating electronically and Ms. DeBruhl, Mr. Karantonis and Mr. Walkinshaw voted in the affirmative. The motion passed.

VRE Fare Free Friday Initiative. Mr. Alcorn announced that that VRE has started a new fare-free Friday initiative, which runs June 2 through September 1, 2023. This fare free initiative is intended to promote VRE service and attract new riders.

Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl encouraged Commissioners to read the written DRPT Report. She stated that the final FY 2024-2029 Six-Year Improvement Program (SYIP) will go before the Commonwealth Transportation Board later this month for approval. This SYIP is the largest program to-date with \$6.5 billion over six years for both transit and rail.

Ms. DeBruhl announced that DRPT is welcoming a new Chief Financial Officer, Deanna Oware, on June 10. Ms. Oware comes to DRPT after 20 years of progressively responsible experience with the State of Indiana, including serving as Deputy State Budget Director.

Ms. DeBruhl stated that Virginia Passenger Rail Authority's FY 2024 budget shows a funding gap in its program of projects. She asked for the Northern Virginia region to help advocate for several federal grants VPRA is seeking to help fund the gap to complete the Long Bridge and Franconia - Springfield Bypass projects. In conclusion, she commended VRE staff for an excellent tour of the VRE system.

Ms. Garvey and Mr. Snyder suggested NVTC do a letter of support for VPRA federal grant applications. Ms. Mattice agreed to find out more details.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. She then introduced several new staff members. Noman Sayed has joined NVTC as a Financial Analyst and will be working closely with Director of Finance Scott Kalkwarf and Comptroller Colethia Quarles. Noman will be monitoring and analyzing NVTC's regional gas tax revenue, as well as performing a variety of financial and accounting functions including special projects. Noman comes to NVTC from Morgan Stanley where he used his analytical skills as an Equity Swaps Product Controller.

Ms. Mattice thanked DRPT for their ongoing funding support of NVTC's Transit Fellow Program, which seeks to prepare students and recent graduates for a career in transportation. She introduced Rachel Inman, a new transit fellow, who is a recent graduate from Virginia Tech with a bachelor's degree in public and urban affairs, majoring in smart and sustainable cities with a minor in landscape architecture. This summer, Rachel will be working on a Northern Virginia Bus Stop Survey during the summer with the Transit Resource Center team. Rachel's project will help NVTC to understand what bus stop amenities exist, what factors influence the inclusion of different amenities and who benefits from different amenities.

Ms. Mattice also welcomed Ben Mattice as a part-time assistant to the communications team supporting graphic design for NVTC's social platforms. Ben is a student-athlete working towards a bachelor's in advertising: art direction at Temple University in Philadelphia.

Ms. Mattice reminded Commissioners of upcoming committee meetings. WMATA Committee meeting on June 15 is cancelled, but the committee will meet on July 20 at 6:00 p.m. The Program Advisory Committee is scheduled to meet on July 26 at 6:00 p.m. Staff is working to schedule a Legislative and Policy Committee meeting in late August/early September. The next Commission meeting is July 6 at 7:00 p.m., with the Executive Committee – serving as the Audit Committee – meeting prior to that meeting at 6:15 p.m.

Ms. Mattice announced that the "Ride with Us" marketing campaign launched today. Commissioners were shown the website. She thanked the localities and DRPT for helping fund the campaign.

The May Financial Report was provided in the written meeting materials. There were no questions from Commissioners.

Adjournment

Without objection, Chair Palchik adjourned the meeting at 9:29 p.m.

Approved this 6th day of July 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable Katie Cristol on Her 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:** The Honorable Katie Cristol took office in 2016 as a member of the Arlington County Board and during her tenure has represented the county on three regional transportation agencies – NVTC, the Northern Virginia Transportation Authority (NVTA), and the Virginia Railway Express (VRE) Operations Board – immersing herself in transportation policy and helping guide and advance numerous transit initiatives;
- WHEREAS:** Ms. Cristol has served as a Commissioner of the Northern Virginia Transportation Commission since 2016 and served as chair in 2020 and 2021;
- WHEREAS:** Ms. Cristol has been an advocate of long-term, sustainable funding for transit, a truly multi-modal transportation network, economic growth and development, improved transit service, regional collaboration, zero- and reduced-fare initiatives and transportation equity;
- WHEREAS:** During her tenure as NVTC chair, Ms. Cristol skillfully led the Commission during the COVID-19 pandemic ensuring Commission business was conducted in a timely and effective manner; continued NVTC's strong support of WMATA and VRE as they managed pandemic-related budget and ridership challenges; built upon the collaboration and consensus-building for which NVTC is known; and advocated for high-quality, high-capacity transit in Northern Virginia; and
- WHEREAS:** Ms. Cristol also served on the VRE Operations Board and championed VRE and Transforming Rail in Virginia initiatives that will dramatically improve VRE, Amtrak, and freight rail service in the region.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends the Honorable Katie Cristol for her service on NVTC, to the citizens of Northern Virginia and to the Commonwealth of Virginia.
- BE IT FURTHER RESOLVED** that NVTC congratulates Ms. Cristol on being selected as the chief executive officer of the Tysons Community Alliance, a new non-profit public-private partnership promoting equitable economic growth and community development in the Tysons area.
- BE IT FURTHER RESOLVED** that NVTC looks forward to continuing to work with Ms. Cristol in her new role to advance transit in the region.
- BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Ms. Cristol as an expression of its gratitude and in appreciation for her leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 1st day of June 2023.

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

Dalia Palchik
Chair

RESOLUTION #2498

SUBJECT: Appoint Takis Karantonis to Serve as a Principal Member to the VRE Operations Board

WHEREAS: NVTC is empowered to make appointments to the VRE Operations Board;

WHEREAS: On January 5, 2023 NVTC appointed Katie Cristol to serve as a principal member to the VRE Operations Board, representing Arlington County;


WHEREAS: Katie Cristol has announced that her term on the Arlington Board is ending early as she has been selected to serve as the chief executive officer of the Tysons Community Alliance;

WHEREAS: With Ms. Cristol's departure, this leaves a vacancy on the VRE Operations Board; and

WHEREAS: Arlington County has selected Takis Karantonis to replace Ms. Cristol as the principal member to the VRE Operations Board, with Libby Garvey continuing as the alternate member.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints Takis Karantonis to serve as a principal member to the VRE Operations Board.

Approved this 1st day of June 2023.



David F. Snyder
Secretary-Treasurer



Dalia Palchik
Chair

RESOLUTION #2499

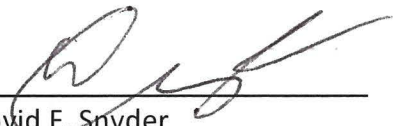
- SUBJECT:** Approve the I-395/95 Commuter Choice Fiscal Year (FY) 2024-2025 Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- WHEREAS:** Under the Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes (MOA), NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) are responsible for selecting and administering multimodal projects under I-395/95 Commuter Choice;
- WHEREAS:** The principal objective of the Commuter Choice program is to support projects that meet goals identified in the MOA, which are to (1) maximize person throughput and (2) implement multimodal improvements to (i) improve mobility along the corridor, (ii) support new, diverse travel choices and (iii) enhance transportation safety and travel reliability;
- WHEREAS:** According to the *Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds*, NVTC staff is responsible for Commuter Choice project evaluation; financing and financial management; compliance, including evaluation, reporting, and quality assurance; and providing information to the public;
- WHEREAS:** From November 2022 to January 2023, NVTC conducted an I-395/95 Commuter Choice FY 2024-2025 call for projects which yielded 16 eligible applications that support the program goals with a total funding request of \$88 million;
- WHEREAS:** Up to \$48 million is available for new projects over the FY 2024-2025 period;
- WHEREAS:** Based upon technical evaluation results and review with the NVTC-PRTC Joint Commission Working Group and Commissions, NVTC staff recommends approval of the I-395/95 Commuter Choice FY 2024-2025 Program of Projects (Table 1) that includes 13 projects, totaling \$47,925,952, and NVTC's program administration costs (\$500,000) for a total of \$48,425,952 that would subsequently be included in the FY 2024-2029 Six-Year Improvement Program upon the Commonwealth Transportation Board's action; and
- WHEREAS:** As permitted under adopted program policy, the recommended FY 2024-2025 Program of Projects includes partial funding (\$20,786,281) for two capital construction projects, with the balance of project funding (\$18,000,000) allocated from that available for the FY 2026-2027 Program of Projects per the MOA's payment schedule.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the I-395/95 Commuter Choice FY 2024-2025 Program of Projects (Table 1) and authorizes staff to submit the Program of Projects to the Commonwealth Transportation Board for action, contingent upon the Potomac and Rappahannock Transportation Commission's approval of a comparable action.

BE IT FURTHER RESOLVED that NVTC will hereby include the full balances of funding requested for two capital construction projects, with the balance of funding (\$18,000,000) allocated off the top from the funding available for the FY 2026-2027 Program of Projects (Table 2) that is brought forth for adoption and approval, contingent for each project upon inclusion in the final approved FY 2024-2025 Program of Projects, the availability of FY 2026-2027 funding to complete the award and the project remaining active.

BE IT FURTHER RESOLVED that NVTC hereby authorizes the executive director, or her designee, to execute the Standard Project Agreements for the I-395/95 Commuter Choice FY 2024-2025 Program of Projects following approval by the Commonwealth Transportation Board.

Approved this 1st day of June 2023.



David F. Snyder
Secretary-Treasurer

Dalia Palchik
Chair

Table 1: Recommended I-395/95 Commuter Choice FY 2024-2025 Program of Projects

	I-395/95 Commuter Choice Project Name	Applicant	FY 2024-2025 Award
1	Metrobus 16M Service Enhancement: Skyline to Crystal City	Arlington County	\$5,000,000
2	DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation)	DASH	\$7,290,000
3	DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation)	DASH	\$3,774,000
4	DASH Line 35 Bus Fleet Capacity Expansion with Electric Buses: Van Dorn Street Station to the Pentagon	DASH	\$3,452,000
5	Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation)	Fairfax County	\$1,750,915
6	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	Fairfax County	\$10,000,000
7	OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation)	OmniRide	\$304,626
8	OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation)	OmniRide	\$671,678
9	OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation)	OmniRide	\$755,020
10	OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation)	OmniRide	\$1,025,441
11	OmniRide Route 942: Staffordboro to the Pentagon (Continuation)	OmniRide	\$1,638,926
12	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line	Virginia Railway Express	\$1,477,065
13	Crystal City Station Expansion	Virginia Railway Express	\$10,786,281
		TOTAL FOR PROJECTS	\$47,925,952
	<i>Program Administration and Oversight for FY 2024-2025</i>	<i>NVTC</i>	<i>\$500,000</i>

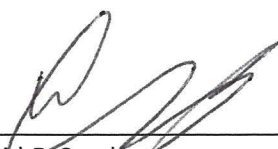
**Table 2: Funding Awards to be Completed in the
I-395/95 Commuter Choice FY 2026-2027 Program of Projects**

	I-395/95 Commuter Choice Project Name	Applicant	FY 2026-2027 Award
1	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	Fairfax County	\$10,000,000
2	Crystal City Station Expansion	Virginia Railway Express	\$8,000,000
		TOTAL FOR PROJECTS	\$18,000,000

RESOLUTION #2500

- SUBJECT:** Authorize the Executive Director to Execute an Amended Standard Project Agreement for Arlington County's FY 2020 Expanded Transportation Demand Management Outreach to the I-66 Corridor Project
- WHEREAS:** Under the *Third Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project* (MOA), NVTC is responsible for selecting and administering multimodal projects under I-66 Commuter Choice that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor;
- WHEREAS:** The MOA allows that NVTC may seek to modify a project that does not perform comparably to its performance targets, particularly in terms of increased corridor person-throughput;
- WHEREAS:** Arlington County undertook good-faith efforts to measure person-throughput increases with its prior, engagement-based transportation demand management (TDM) project scope aimed at increasing commuters' use of transit and other alternatives to driving alone and, given challenges in quantifying the impacts of these efforts, Arlington County now wishes to adopt a specific, directly measurable TDM strategy with the project's remaining funding in the form of a short-term free-fare campaign on Arlington Transit (ART) bus routes serving the I-66 corridor;
- WHEREAS:** NVTC staff support the proposed change, have obtained concurrence from the Virginia Department of Rail and Public Transportation that the proposed change meets the requirements of the program MOA, and wish to obtain Commission support for substantive changes to funded Commuter Choice projects;
- WHEREAS:** The remaining \$566,236 of the original \$1,350,000 would be applied to the free-fare campaign, with changes pending to the Standard Project Agreement to reflect the changes in the project description and performance metrics; and
- WHEREAS:** The Arlington County Board of Supervisors approved the Standard Project Agreement amendment and authorized the county manager or his designee to sign the amended Standard Project Agreement at its May 13, 2023 meeting.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the executive director, or her designee, to execute the amended Standard Project Agreement for Arlington County's FY 2020 Expanded Transportation Demand Management Outreach to the I-66 Corridor Project.

Approved this 1st day of June 2023.



David F. Snyder
Secretary-Treasurer



Dalia Palchik
Chair



RESOLUTION #2501

- SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the Third Year of the First Option Period to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- WHEREAS:** In 2015, the Virginia Railway Express (VRE) Operations Board recommended, and the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) (the "Commissions") approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV);
- WHEREAS:** The contract start date and total authorization was amended in May of 2016;
- WHEREAS:** On April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638;
- WHEREAS:** On April 20, 2018, the Operations Board recommended, and the Commissions subsequently approved the third contract year, through June 30, 2019, in the amount of \$7,674,000, for a total contract value not to exceed \$22,018,638;
- WHEREAS:** On May 17, 2019, the Operations Board recommended, and the Commissions subsequently approved the fourth contract year, through June 30, 2020, in the amount of \$8,889,465 for a total contract value not to exceed \$30,908,102;
- WHEREAS:** On May 15, 2020, the Operations Board recommended, and the Commissions subsequently approved the fifth contract year, through June 30, 2021, in the amount of \$9,012,749 for a total contract value not to exceed \$39,920,852;
- WHEREAS:** On May 21, 2021, the Operations Board recommended, and the Commissions subsequently approved the first year of the first option period, through June 30, 2022, in the amount of \$8,980,774 for a total contract value not to exceed \$48,901,626;
- WHEREAS:** On May 20, 2022, the Operations Board recommended, and the Commissions subsequently approved the second year of the first option period, through June 30, 2023, in the amount of \$10,024,653 for a total contract value not to exceed \$58,926,279;
- WHEREAS:** The current contract authorization runs through June 30, 2023;
- WHEREAS:** The increase in contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2024; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an amendment to the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) increasing the total contract authorization by \$11,825,500 for the third year of the first option period, for a total contract value not to exceed \$70,751,779 through June 30, 2024.

Approved this 1st day of June 2023.


Dalia Palchik
Chair


David F. Snyder
Secretary-Treasurer

RESOLUTION #2502

- SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the Fourth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- WHEREAS:** On October 16, 2009, following a competitive solicitation process, the Virginia Railway Express (VRE) Operations Board approved a five-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;
- WHEREAS:** A contract amendment was approved on December 17, 2010, in the amount of \$2,085,000;
- WHEREAS:** On May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875;
- WHEREAS:** On April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466;
- WHEREAS:** On April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507;
- WHEREAS:** On April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554;
- WHEREAS:** On May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554;
- WHEREAS:** On May 20, 2016, the Operations Board further authorized amending the contract to remove the requirements for the Maintenance of Equipment and Facilities;
- WHEREAS:** On May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557;
- WHEREAS:** On April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557;

WHEREAS: On April 20, 2018, the Operations Board approved the fourth year of the first option period, through June 30, 2019, in the amount of \$15,718,000, for a total contract value not to exceed \$163,124,557;

WHEREAS On May 17, 2019, the Operations Board approved the fifth year of the first option period, through June 30, 2020, in the amount of \$16,287,000, for a total contract value not to exceed \$179,411,557;

WHEREAS: On May 15, 2020, the Operations Board approved the second and final five-year option period;

WHEREAS: On May 15, 2020, the Operations Board approved the first year of the second option period through June 30, 2021, in an amount of \$16,591,500, for total contract value not to exceed \$196,003,057;

WHEREAS: On May 21, 2021, the Operations Board approved the second year of the second option period through June 30, 2022, in an amount of \$16,787,500, for total contract value not to exceed \$212,790,557;

WHEREAS: On May 20, 2022, the Operations Board approved the third year of the second option period through June 30, 2023, in an amount of \$17,797,500, for total contract value not to exceed \$230,588,057;

WHEREAS: Approval of this resolution will allow for continued train operations in FY 2024; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an amendment to the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$19,129,000 for the fourth year of the second option period, for a total contract value not to exceed \$249,717,057 through June 30, 2024.

Approved this 1st day of June.


David F. Snyder
Secretary-Treasurer
Dalia Palchik
Chair



RESOLUTION #2503

SUBJECT: Authorize the VRE CEO to Extend the Term of the Operating Access Agreement with Norfolk Southern

WHEREAS: The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission ("the Commissions") currently have an Operating Access Agreement with Norfolk Southern Railway Company;

WHEREAS: The current agreement expires June 30, 2023;

WHEREAS: Virginia Railway Express (VRE) staff and Norfolk Southern have been in discussions regarding the terms of a new agreement;


WHEREAS: Both parties agree more time is needed;

WHEREAS: A letter agreement is being proposed that will extend the term until June 30, 2024; and


WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute a letter agreement, in a form approved by legal counsel, to extend the term of the current Operating Access Agreement with Norfolk Southern Railway Company for one year to expire on June 30, 2024.

Approved this 1st day of June 2023.



David F. Snyder
Secretary-Treasurer



Dalia Palchik
Chair