

**MINUTES**  
**NVTC COMMISSION MEETING –MAY 4, 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 7:04 p.m.

Members Present

Canek Aguirre  
Walter Alcorn  
Sarah Bagley  
Katie Cristol  
Adam Ebbin  
John Foust  
Matt Letourneau  
Jeff McKay  
Dalia Palchik  
Catherine Read  
M. David Skiles  
Paul Smedberg  
David Snyder  
John C. Tuck III  
Mike Turner  
James Walkinshaw

Members Not Present

Nick Clemente  
Matt de Ferranti  
Libby Garvey  
John J. Bell  
Aimee S. Gilroy

Staff Present

Kate Mattice, Executive Director  
Monique Blyther  
Genoveva Cutrell  
Andrew D’huyvetter  
Rhonda Gilchrest  
Scott Kalkwarf  
Ann McGrane  
Tenley O’Hara  
Ben Owen  
Sophie Spiliotopoulos  
Melissa Walker  
Ronnetta Zack-Williams  
Aimee Perron Siebert

Rich Dalton (VRE)  
Steve MacIsaac (VRE)  
Tim Roseboom (DRPT) (*via electronic participation*)

### Opening Remarks

Chair Palchik welcomed everyone to the May 4, 2023 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube. She noted that no Commissioners are participating electronically. Commission Secretary Rhonda Gilchrest confirmed an in-person quorum was present.

Chair Palchik stated that this month's Commission meeting will focus on a number of important NVTC efforts. She reviewed the actions and other meeting highlights.

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

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

Mr. McKay moved, with a second by Ms. Cristol, to approve the Minutes of the March 2, 2023 NVTC meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Cristol, Foust, McKay, Letourneau, Palchik, Read, Smedberg, Snyder, Tuck, Turner and Walkinshaw. Mr. Skiles 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 Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code
- B. Authorize the Chair to Send a Letter of Endorsement for the City of Alexandria's US Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program Application

Ms. Bagley moved, with a second by Mr. Snyder, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Cristol, Foust, McKay, Letourneau, Palchik, Read, Skiles, Smedberg, Snyder, Tuck, Turner and Walkinshaw. The motion passed.

### Agreements and Contracts for the Blue/Yellow Line Regional Marketing Campaign

Chair Palchik announced that NVTC will be kicking off another exciting marketing campaign next month to encourage transit usage following the reopening of the Blue and Yellow Lines and the Yellow Line bridge, the opening of the Potomac Yard Metro Station, and overall promotion of public transit use in the region. She asked staff to provide more details.

Ms. Mattice explained that Commission action is requested to authorize the execution of six marketing agreements and contracts necessary to support the marketing campaign. This effort

is funded by the Department of Rail and Public Transportation (DRPT) through a grant that provides 80% (\$400,000) of the \$500,000 project cost. The local match of 20% (\$100,000) will be provided to NVTC from the City of Alexandria, Arlington and Fairfax Counties, Virginia Railway Express and the Potomac and Rappahannock Transportation Commission. The campaign is scheduled to kick off on June 1, 2023 and will run through the summer. She then turned it over to Monique Blyther from NVTC's marketing and communications team to give a presentation.

Ms. Blyther stated that the three-month "Ride with Us" marketing campaign is designed to encourage riders to return to Metro and the other regional transit systems. She recognized Communications and Public Affairs Manager Matt Friedman and NVTC Fellow Nathan Varnell, who are also working on the campaign. She explained that since the Orange Line outage is taking place between June and July, NVTC staff developed a two-phase rollout of the campaign. Phase One includes geo-targeted social media ads, video streaming, website display ads, targeted email ads, and dedicated advertising on the Waze mobile app. Phase Two, starting July 17 after the Orange Line reopens, will include Phase One engagement strategies in addition to radio and audio streaming, podcasts and sponsorship of the Washington Commanders pre-seasons events.

Ms. Blyther explained that this campaign includes a new effort to diversify the targeted audience, dedicating a significant portion of its budget to urban and Spanish-language ads on radio, audio and video streaming, podcasts and social media. She also noted that the campaign also includes the rebranding of the NovaRides.org English and Spanish landing pages. NVTC jurisdictions and transit agencies will amplify the messaging via their websites and social media. Ms. Blyther noted that the Commission will be provided updates throughout the campaign, which is expected to conclude by September 2023.

In response to a question from Chair Palchik, Ms. Blyther stated that the budget for this marketing campaign is basically the same amount as the previous marketing campaign. Mr. Snyder asked what the messaging during the Orange Line shutdown will be. Ms. Blyther responded that WMATA has a separate communications and outreach plan for the closures. NVTC will be focused on geo-targeting riders along the Blue Line and Yellow Line corridors (geographically different from the Orange Line riders), especially getting them excited about the opening of the stations. Mr. Snyder stated that he is interested in having a presentation from WMATA staff on what their messages will be for the closures. Mr. Potts stated that there are monthly coordination calls and extensive communication and coordination with NVTC and the jurisdictions. It is very similar to past marketing campaigns following other shutdowns. He noted that WMATA's website is the best source of information. Ms. Mattice stated that as staff was putting together the NVTC campaign, they developed a very localized first half of the campaign and the second half will be more generalized after the Orange Line reopens.

Mr. Snyder requested WMATA provide Commissioners with summary of what is happening with the shutdown and what elected officials should be saying to constituents. Mr. Alcorn also suggested providing shuttle bus information for specific jurisdictions. Mr. Potts offered to convene the group of regional Public Information Officers (PIO's) to better coordinate and get the word out. Mr. Walkinshaw asked if the messaging will mention other transit alternatives, such as VRE, DASH, Connector etc. Ms. Blyther responded that NVTC's campaign will include information about other transit alternatives.

Ms. Cristol moved, with a second by Ms. Bagley, to authorize the executive director to execute the six marketing agreements and contracts. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Cristol, Foust, McKay, Letourneau, Palchik, Read, Smedberg, Snyder, Tuck, Turner and Walkinshaw. The motion passed. (Mr. Skiles was out of the room and did not participate in the vote.)

#### Washington Metropolitan Area Transit Authority (WMATA)

Chair Palchik asked the WMATA Board members and the NVTC WMATA Committee chair to give their report.

Report from the WMATA Board Members. Mr. Letourneau stated that the WMATA Board approved the FY 2024 budget. Dedicated capital funding continues to drive the capital budget, which was approved at \$2.4 billion for FY 2024, representing a six-year Capital Improvement Program (CIP) investment of \$14 billion with a focus on safety and state of good repair. The operating budget totals \$2.3 billion and the budget assumes ridership recovery to 70% of pre-pandemic levels. New fare changes in this budget include consolidating the weekday peak and off-peak rail fare structure into one weekday distance-based fare structure that ranges from \$2.00 to \$6.00 – this keeps the max rail fare at \$6 as recommended by NVTC’s budget letter; reducing the maximum fare on MetroAccess to \$4.00 per trip; and introducing a regional low-income fare program.

Mr. Letourneau stated that bus and rail service changes include optimizing rail frequency by increasing Green and Yellow Line train frequency to six minutes all day and 7.5 minutes late night, with all Yellow Line trains turning around at Mt. Vernon Square Station; increasing Orange Line train frequency to every 7.5 minutes on average during peak service and every 10 minutes during off-peak service; and restructuring of several Metrobus routes to create the 16M in Arlington and the restoration of the 11Y.

Mr. Letourneau stated that WMATA will use the last of federal Covid-19 aid in FY 2024 Q3. The FY 2025 budget deficit is projected to be over \$700 million. WMATA is putting together a more detailed explanation of what the deficit looks like and what the different scenarios will look like without that funding. It is a serious issue. NVTC is part of the regional conversation on finding a funding solution.

Mr. Smedberg announced that the new Potomac Yard Metrorail Station will open on May 19. The Yellow Line will also reopen on May 6. Mr. Smedberg stated that WMATA will be retrofitting faregates to address fare evasion. Recent data from Metro show 13% of total Metrorail trips are non-tap entries. Taller fences and new saloon style gates installed at the Fort Totten Station reduced fare evasion by approximately 50%. Also, the Metro Transit Police (MTPD) has entered into agreements with certain local law enforcement agencies so that local police officers may work in specific Metrorail stations during rush hour. This program and the introduction of special police officers at certain stations have resulted in a 20% decrease in total crime at these stations. Mr. Letourneau added that WMATA is asking the District of Columbia to change its civil fare evasion legislation.

[Mr. Skiles returned to the meeting.]

Mr. Smedberg stated that WMATA is working closely with the Washington Metrorail Safety Commission (WMSC) to restore Automatic Train Operations (ATO) by the end of 2023. ATO was discontinued since the 2009 Fort Totten crash. Also, the WMATA Board approved a revised zero-emission bus (ZEB) goal, moving ZEB and fleet transition goals ahead by three years to be 100% ZEB by 2042. The Board recently approved a project agreement with the District of Columbia where the District and Metro will set up an on-bus automated camera enforcement program to enforce bus-only lanes and bus stops.

Mr. Smedberg also gave a brief update on several Metro-related meetings, including a meeting with Virginia Secretary of Transportation Shep Miller and DRPT Director Jen DeBruhl; a meeting with DC Mayor Bowser; and other meetings with major stakeholders. He also noted that WMATA conveyed to Mayor Bowser that WMATA will not support fare free bus at this time and requested a “pause” for at least a year to allow discussions to address some issues.

Chair Palchik noted that the economic piece of finding a funding solution is so important. Mr. Smedberg stated that it will take the entire community to bring the issue forward. NVTC is taking a major role. In response to a question from Mr. Skiles, Mr. Letourneau stated that WMATA is also having conversations to Maryland and the District concerning the budget deficit. WMATA will be looking at three scenarios: the impact of not getting dedicated funding, status quo, and a growth scenario.

In response to a question from Mr. Walkinshaw, Mr. Letourneau provided some information about ridership recovery. Currently bus ridership is 80% pre-pandemic levels and rail is 50% but hitting 70% on some days. To date, April 4, 2023 was the highest post-pandemic ridership day for Metrorail. Mr. Smedberg stated that weekend ridership is also up.

[Mr. Ebbin arrived at 7:42 p.m. and joined the discussion.]

Mr. Turner observed that he is not sure the public really understands the seriousness of the budget deficit problem. Mr. Letourneau stated that Mr. Alcorn will discuss in his report the work that NVTC is doing, which will focus on finding a Virginia-centric solution. There may be different solutions for each jurisdiction (Virginia, Maryland and DC). Metro is not the only transit system that has these challenges. In response to a question from Mr. Turner, Mr. Letourneau stated that structurally, expenditures are outpacing revenues and the subsidy model cannot keep pace. The pandemic sped things up, but it was inevitable that it would happen as the current allocation model is not sustainable.

Report from the Chair of the NVTC WMATA Committee. NVTC WMATA Committee Chair Alcorn reported that the WMATA Committee met on April 19 and received presentations from WMATA and NVTC staff. WMATA staff provided an update on the Bus Network Redesign, which recently released a draft visionary network. The draft visionary network includes an expanded frequent service network with more routes with 12-minutes or better all-day service, more routes with 12 to 20 minute all day service, and all remaining service with no less than 30-minute frequency. It also includes a regional 24-hour network and increases cross-town and cross-county

connections. The draft network does not yet specify which bus provider will operate which service nor does it identify stops or route patterns, like limited stop service. It also represents a 35% increase in resources devoted to bus service in the region. WMATA will seek public input on the draft visionary network which will be used to refine the visionary network and develop a network that Metro can implement in the near-term and as resources become available.

Mr. Alcorn also noted that NVTC staff presented two very important and interconnected efforts – the preliminary findings from NVTC’s Value of Transit in Northern Virginia to the Commonwealth study and an overview of NVTC’s WMATA Operating Funding and Reform Working Group. Ann McGrane provided the committee with the preliminary results of the Value of Transit to the Commonwealth Study and the results are very impressive. Some of the key take aways include:

- The value of bus, Metro, and VRE systems to the Commonwealth’s general revenue fund are significant – approximately \$1.5 billion per year in sales and income tax revenue.
- This represents approximately 5% of total revenue to the Commonwealth.
- These numbers demonstrate that the Commonwealth has a direct interest in ensuring that Northern Virginia’s transit network continues to thrive and that investment by the state is good fiscal policy on top of the many quality of life and environmental benefits.

Mr. Alcorn stated that the WMATA Committee provided staff with lots of feedback and the Commission can look forward to hearing more about this study at the Legislative and Policy Committee on May 17 and at the full Commission in June.

Mr. Alcorn stated that Mr. D’huyvetter provided the WMATA Committee with an overview of NVTC’s WMATA Operating Funding and Reform Working Group. Discussed last year in NVTC’s Annual Report on the Performance and Condition of WMATA, the purpose of the staff level working group is to examine and develop Virginia-focused options for a new financial operating model for Metro with a focus on creating new stable funding streams. The working group will be comprised of technical experts from jurisdictional and DRPT staff and will provide technical information and examine revenue sources, structures, and policy considerations that reflect the unique dynamics of Northern Virginia. NVTC staff will seek policy and legislative guidance on the working group’s efforts through the NVTC WMATA Committee and the Legislative and Policy Committee for inclusion of any recommendations into NVTC’s legislative agenda in the fall.

Mr. Alcorn announced that the next two NVTC WMATA Committee meetings are scheduled for June 15 at 6:00 p.m. and July 20 at 6:00 p.m. He encouraged all Commissioners to attend.

Ms. Cristol stated that the previous value of transit study was helpful in making the case for transit funding back in 2018 with the General Assembly. She asked about this study’s methodology. Ms. Mattice stated that the current study is being supported by consultants and is very similar in methodology to the last study. The Commission will be briefed on the study results at the June meeting. Ms. McGrane provided some more information about the methodology.

Mr. Alcorn thanked the WMATA Board members for being ambassadors for the Virginia jurisdictions. Mr. Snyder also thanked the WMATA Board for working on the crime issue.

## Report from the Chairs of the Joint Commission Working Group and the Program Advisory Committee

Chair Palchik noted that the NVTC-PRTC Joint Commission Working Group and the NVTC Program Advisory Committee met jointly on April 20. She asked Joint Commission Working Group Chair Jeff McKay and Program Advisory Committee Chair Sarah Bagley to give an overview of the meetings.

Mr. McKay stated that the Joint Commission Working Group (JCWG) is made up of three Commissioners apiece from NVTC and PRTC and serves as an intermediary between the full Commissions. He thanked Ms. Bagley and Ms. Garvey for their continued participation in the working group. The JCWG convened on April 20 to receive a briefing on the staff-recommended I-395/95 Commuter Choice FY 2024 – FY 2025 Program of Projects. After a short discussion, the JCWG endorsed the recommended program which includes 13 projects totaling \$48 million. He explained that no action is being requested at this meeting. As a reminder, both NVTC and PRTC will take action on the Program of Projects at their respective June meetings.

Mr. Owen then gave a presentation on the staff-recommended Program of Projects for I-395/95 Commuter Choice (FY 2024 – FY 2025). He explained that this is a unique funding round compared to prior rounds. There is much higher demand for funding, including larger capital projects, but more funding is available given carryover, especially from the last round (which took place in the midst of the pandemic). Overall, it is a strong set of proposals. Mr. Owen explained that staff identified a few principles to guide the programming, which is not simply top-down scoring-based:

- Accommodate transformative larger capital proposals – timing of this round fits well with construction schedules for efforts that will shape travel in the corridor for many years. Take advantage of flexibility in the program policy to split awards for larger construction efforts over this and the next (FY 2026 – FY 2027) funding round.
- Continue support for high-performing transit service enhancements NVTC supported in prior rounds – this has been a good corridor for transit, even during the pandemic. Also look to support expansion where it makes strategic sense.
- Given the overall strength of the proposals, spread the funding awards by ensuring all applicants receive funding for at least their highest-priority projects as identified in their application materials.
- Leverage the good variety of applications received to support ridership growth in the short and long terms while modernizing and enhancing the region’s transit systems.

Mr. Owen stated that staff’s recommended program would allocate all of the available funding for new projects, as well as all of the amount available within that for transit operating costs. As mentioned, it would split funding awards for two larger construction projects over this and the next round. The 13 recommended projects would achieve 11,000 additional weekday trips in the corridor upon full implementation based on the estimates provided with the applications. Users

of the projects would save a total of 35 million miles of vehicle travel, 138,000 hours of delay and \$4 million on fuel expenditures each year. The projects would also provide better safety and environmental benefits -- 76% lower GHG emissions.

Mr. Owen then reviewed the 13 recommended projects. Three of the 13 projects are capital projects, including the station expansion at Crystal City, new bus rapid transit line along US Route 1, and the purchase of two 60-foot electric buses for DASH. The first two projects are deemed 'larger' capital projects in that they are seeking more than \$5 million from the program. To accommodate them, staff is proposing to fund each in this program and the remainder in the FY 2026 – FY2027 program. These are strong proposals and would represent the program's first larger capital projects.

Mr. Owen stated that for transit operations projects, there are eight renewal applications from OmniRide, DASH, and Fairfax County. DASH would receive funding for its Lines 35 and 36A/B, Fairfax County its Route 396, and OmniRide would see three commuter routes and two local routes receive funding. The one new transit service improvement is the Metrobus 16M service enhancement, which would provide additional peak-period service along the Columbia Pike corridor in Arlington and Fairfax Counties. The recommended program also supports reinstatement of VRE's Amtrak Step-Up program which was suspended in 2020 due to the pandemic. The step-up program allows VRE pass holders to ride select peak and off-peak Amtrak trains in the corridor and will provide a cost-effective way to increase passenger rail options for commuters. Each of these services would receive 24 months of funding per adopted program policy.

Mr. Owen stated that NVTC is continuing to take public comment on all projects under consideration for funding. Public comment has been promoted over social media, including paid geo-targeted ads, and asked applicants to help spread the word through their channels. All informational materials are available in English and Spanish, including an easy-to-use input form. Staff will share all of the input received with the Commission in advance of action to adopt a Program of Projects next month.

Mr. Owen stated that the Commissions' adopted program will be referred to the Commonwealth Transportation Board (CTB) for adoption as part of the Six-Year Improvement Program (SYIP) later in June. Implementation of funded projects could begin as soon as July 1, 2023.

In response to a question from Mr. Skiles, Mr. Owen provided more information about the concessionaire payments.

Mr. Aguirre stated that he is pleased to see that funding for the DASH Line 35 and Line 36 are in the staff-recommended list. These are two important DASH routes that provide essential transit services. Both lines have been very successful and Line 35 has exceeded pre-pandemic ridership levels.

In response to a question from Mr. Walkinshaw about continued projects from previous rounds, Mr. Owen provided more information about how the process works for applicants who reapply for funding. Chair Palchik stated that she is pleased to see a mix of capital and operating projects,



and a way to split up the big projects over a two-cycle period. Ms. Bagley asked if there is an opportunity to revisit the limitations of the operating cap. Ms. Mattice explained that the cap is part of the Memorandum of Agreement between NVTC and the Commonwealth. In 2022, the MOA was modified to broaden the cap to 50% over a nine-year span.

Program Advisory Committee Chair Bagley reported that the Program Advisory Committee (PAC) met on April 20 and was updated by NVTC staff on Route 7 BRT, the Regional Bus Analysis, and the Regional Zero-Emission Bus Strategic Plan. For the Envision Route 7 BRT project, there are two simultaneous efforts underway including a mobility study (focusing on the Falls Church segment of the corridor between I-66 and Seven Corners), as well as a Strategic Implementation Plan – both of which will be presented to the Commission for acceptance in September. The results of all this work will be presented at a public meeting on Tuesday, May 16, 2023, at Mary Riley Styles Public Library in Falls Church, starting at 6:30 p.m. Leading up to the public meeting there will be a mix of community engagement events including pop-ups and bus stop chats to create project awareness, promote the public meeting, and get public feedback.

Ms. Bagley stated that the purpose of NVTC's Northern Virginia Regional Bus Analysis study is to provide regional context to existing and planned services by Northern Virginia's six bus transit providers. The study will also serve as a strategic planning resource for the Commission and its jurisdictional members. The study kicked off in March and is expected to take about 12 months. NVTC staff is coordinating with related work in the region including Metro's Better Bus Network Redesign and the Northern Virginia Transportation Authority's BRT pre-deployment plan.

Ms. Bagley also stated that the goal of NVTC's Northern Virginia Regional Zero-Emission Bus (ZEB) Strategic Plan is to identify regional recommendations to support the transition to zero-emission bus fleets and provide technical support to the NVTC district transit agencies. Staff and the consultant team are in the discovery phase of the project, in which they're reviewing fleet data and holding interviews with agencies operating in Northern Virginia. The PAC Committee discussed high-level challenges and opportunities, including funding considerations, shared infrastructure, and ways to improve interoperability and coordination. In the fall, staff will present the findings from the discovery phase and preliminary regional recommendations to the Commission.

Chair Palchik asked if staff is assured that the three different efforts dealing with the region's bus system are fully aligned. Ms. Mattice stated that NVTC's scope of work was created to be done in coordination with all the other activities going on and to work closely with the other agencies and jurisdictions. Ms. Bagley stated that she raised the question at the PAC meeting about coordination with local school districts and their efforts to electrify school buses in order to minimize duplication.

[Mr. McKay left the meeting at 8:42 p.m. and did not return.]

### Legislative Update

Chair Palchik asked NVTC's Legislative Liaison Aimee Perron Siebert to give a General Assembly update followed by a federal update by Executive Director Kate Mattice.

General Assembly Update. Ms. Perron Siebert reported that there is not much to report from the Veto Session as NVTC was only monitoring the Transit Ridership Incentive Program (TRIP) legislation. Those bills were amended to remove zero-emission bus planning eligibility and added a public safety element. The budget still has not been adopted and is not expected to be until the end of the summer as the administration is waiting for the revenue forecasts in June. She noted that with redistricting and 18 announced retirements, the fall elections will have a major impact on the next General Assembly Session with many new members.

In response to a question from Ms. Cristol about the TRIP program, Ms. Mattice stated that it is her understanding that the provisions are more permissive than required so it is “up to 30%” for public safety projects. It will be at DRPT’s discretion as DRPT is the one who reviews the grant applications.

Federal Update. Ms. Mattice reported that Congress is again working through the annual appropriations process and NVTC staff is monitoring the process closely to ensure the dedicated state of good repair capital funding for WMATA is included and fully funded at \$150 million. The passage of the Infrastructure, Investment and Jobs Act (IIJA) by Congress established a new authorization for federal dedicated funding for WMATA extending the previous 2008 Passenger Rail Infrastructure Investment Act (PRIIA) authorization at \$150 million per year, of which \$5 million per year is for the Office of the Inspector General. These funds require a match by the Commonwealth of Virginia, the District of Columbia and the State of Maryland.

Ms. Mattice also stated that a zero-fare transit bill was introduced. Although there is slim chance of passing, it does put the concept of competitive grants to support fare-free out there for discussion.

Ms. Mattice announced that the Legislative and Policy Committee is scheduled to hold an all-virtual meeting on May 17 at 6:00 p.m. She encouraged all Commissioners to attend.

### Virginia Railway Express (VRE)

Chair Palchik welcomed VRE CEO Rich Dalton and asked him to give his report. She stated that there are no VRE action items this month.

VRE CEO Report. Mr. Dalton reported that for the month of April VRE ridership remained steady. He reported that there has been extensive maintenance work on the rail lines on the Fredericksburg Line, which has had an impact on on-time performance. For the month of April, on-time performance is estimated at 86%. He announced that May 24 will launch the Meet the Management events at various stations throughout the system. He stated that those dates will be provided to Commissioners.

Chair Palchik stated that she is pleased to see VRE’s bike to work initiative has been successful. Mr. Dalton stated that pre-pandemic there was an average of 68 bikes a month carried on VRE

trains and, with the policy change approved by the Operations Board, VRE now carries about 1,400 bikes per month.

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

Chair Palchik stated that DRPT Director DeBruhl was unable to attend the meeting but Tim Roseboom, who is the DRPT Northern Virginia Senior Program Manager Major Capital Investments, is joining the Commission meeting remotely to give the DRPT Report. Mr. Roseboom reported that the draft FY 2024-FY 2029 Six Year Improvement Program (SYIP) is out for public comment until May 24. The \$835 million transit program fully funds the Commonwealth's \$154.5 million dedicated funding requirement for WMATA as well as the \$50 million PRIIA match in FY 2024. Additionally, the NVTC WMATA allocation, which provides state aid for jurisdictional capital and operating subsidies, is \$209.7 million for FY 2024 in the draft SYIP, an increase of \$8.9 million from FY 2023. Transit providers in the Northern Virginia District are projected to receive \$122.8 million in capital funding and \$62.2 million in state transit operating assistance from DRPT in the draft FY 2024 budget. The SYIP also includes a recommended \$6.1 million for the VRE Manassas Park parking garage expansion. Mr. Roseboom also announced that DRPT's new Chief Financial Officer will be starting in June.

#### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts. NVTC staff have been busy over the last month with the joint public meeting with DRPT, VDOT, NVTA and VRE. She thanked Mr. Walkinshaw for participating in that meeting.

Ms. Mattice reported that on April 20, Grants Manager and DBE Liaison Officer Brittany Sumpter hosted a virtual Disadvantaged Business Enterprise (DBE) Goal Consultation event to share how NVTC develops its DBE goals and to solicit participant feedback. As a direct recipient of Federal Transit Administration (FTA) funding, NVTC is committed to ensuring that it continues to level the playing field by providing small businesses owned and controlled by socially and economically disadvantaged individuals a fair opportunity to compete for NVTC's federally funded transportation contracts. At the July Commission meeting staff will request authorization to submit NVTC's DBE goals to FTA.

Ms. Mattice stated that NVTC is saying both goodbye and hello to three members of the team. NVTC is bidding farewell to Transit Fellow Silas Sullivan, who has been with NVTC for about a year and has worked closely with NVTC staff on a variety of projects and programs such as Commuter Choice, the Value of Transit Study, and the Yellow/Orange Line Shutdown mitigation coordination. He is graduating from Virginia Tech this month with his master's in urban and regional planning with a concentration in transportation planning and policy. As always, Ms. Mattice thanked DRPT for their ongoing support for NVTC's Transit Fellow program.

Ms. Mattice also noted that Nathan Varnell joined NVTC as a Transit Fellow earlier this year. Nathan is pursuing a master's in public administration and certification in budget and public finance from George Washington University. Nathan is working with the communications team on a variety of public outreach and social media projects. Ms. Mattice also announced that NVTC has a new financial analyst starting next week, who will be introduced at the next meeting.

Ms. Mattice reminded Commissioners that at the end of May the Virginia Transit Association will hold its annual conference in Virginia Beach, where a number of local transit agencies and colleagues are expected to be honored.

Ms. Mattice announced that the next Commission meeting is June 1. Virginia Passenger Rail Authority (VPRA) Executive Director DJ Stadtler will be attending the meeting to give some rail updates.

The February and March Financial Reports were provided in the written meeting materials. There were no questions from Commissioners.

Mr. Snyder requested NVTC staff check with DRPT staff to see if they want NVTC to provide comments on the SYIP. Ms. Mattice offered to reach out to DRPT Director DeBruhl.

### Adjournment

Without objection, Chair Palchik adjourned the meeting at 8:45 p.m.

Approved this 1<sup>st</sup> day of June 2023.

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Dalia Palchik  
Chair

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David F. Snyder  
Secretary-Treasurer