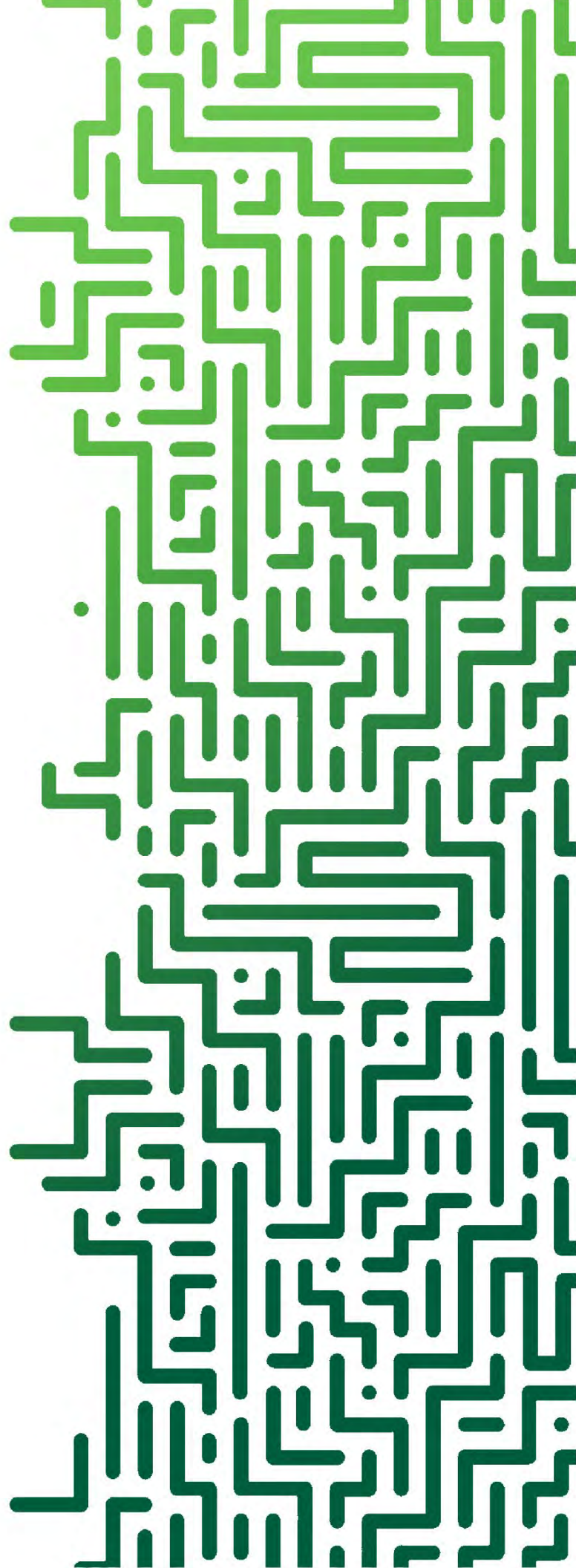




Commission Meeting Materials

November 2, 2023

NoVaTransit.org | @NoVaTransit
2300 Wilson Boulevard, Suite 230
Arlington, VA 22201
(703) 524-3322



Meeting Overview

NVTC’s November 2, 2023 meeting will be an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

Action Items

- NVTC 2024 Meeting Schedule
- Resolutions Ratifying and Readopting Actions
- Comments on Proposed Changes to SMART SCALE

Other Meeting Highlights

- Oath of Office for New Commissioner
- Report from the Chair of the WMATA Committee, presenting the 2023 Annual Report on the Performance and Condition of WMATA
- Report from the Chair of the Legislative and Policy Committee, presenting the Draft 2024 Legislative and Policy Agenda
- VRE Draft 2024 Legislative Agenda
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director
- Closed Session: Executive Director Annual Performance Review

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**NVTC COMMISSION MEETING
THURSDAY, NOVEMBER 2, 2023
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd., Arlington, VA 22201
[Public Streaming Via YouTube](#)
7:00 p.m.**

AGENDA

5:45 p.m. Boxed Dinners Available for Commissioners Only
6:00 p.m. Executive Committee – NVTC Suite #230 Conference Room
7:00 p.m. Commission Meeting – First Floor Large Conference Room ([public streaming](#))

*NVTC is also receiving general public comments. **The deadline for written general public comments is 3:00 p.m., Thursday, November 2, 2023 via [NVTC's website](#).** Comments will be provided to Commissioners prior to the November 2 meeting.*

- 1. Opening Remarks**
 - **ACTION: Approve Commissioners Participating Electronically**
 - General Public Comments Received
- 2. Oath of Office for New Commissioner**
- 3. ACTION: Approve the Minutes of the October 5, 2023 NVTC Meeting**
- 4. ACTION: Approve the Consent Agenda (subject to approval by chair)**
 - A. Approve NVTC 2024 Meeting Schedule**
 - B. Approve Resolutions #2506 – #2522 to Ratify and Readopt Resolutions and Actions**
- 5. Washington Metropolitan Area Transit Authority (WMATA)**
 - A. Report from the Virginia WMATA Board Members
 - B. Report from the Chair of the NVTC WMATA Committee
 - 2023 Annual Report of the Performance and Condition of WMATA
- 6. Report from the Chair of the Legislative and Policy Committee**
 - A. Proposed NVTC 2024 Legislative and Policy Agenda
 - B. ACTION: Authorize the Chair to Submit Comments Regarding Proposed Changes to SMART SCALE**
 - C. Annual Joint NVTC-PRTC-VRE Legislative Forum

7. Virginia Railway Express (VRE)
 - A. VRE CEO Report and Minutes
 - B. Proposed VRE 2024 Legislative Agenda
8. Department of Rail and Public Transportation (DRPT)
9. Executive Director Report
 - A. Executive Director Newsletter
 - B. NVTC Financial Report
10. Closed Session

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: October 26, 2023
SUBJECT: Oath of Officer for New Commissioner

At the November meeting, the Commission will welcome a new Commissioner. NVTC received notification from the Speaker of the Virginia House of Delegates Todd Gilbert that Joseph Kornhoff has been appointed to NVTC to replace Nick Clemente. The chair will administer the ceremonial oath of office:

I do solemnly swear that I will support the Constitution of the United States and the Commonwealth of Virginia and that I will faithfully discharge all the duties incumbent upon me as a member of the Northern Virginia Transportation Commission, according to the best of my ability.

MINUTES
NVTC COMMISSION MEETING –OCTOBER 5, 2023
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Palchik at 7:20 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
Nick Clemente (*via electronic participation*)
Matt de Ferranti
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) (*via electronic participation*)
Phil Duncan (Alternate, City of Falls Church)
Adam Ebbin
John Foust
Libby Garvey
Takis Karantonis
Matt Letourneau
Jeff McKay
Dalia Palchik
M. David Skiles
Paul Smedberg
John C. Tuck III
Mike Turner
James Walkinshaw

Members Not Present

John J. Bell
Aimee S. Gilroy
Catherine Read
David Snyder

Staff Present

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

Ben Owen
Noman Sayed
Vikram Sinha
Sophie Spiliotopoulos
Melissa Walker
Ronnetta Zack-Williams
Aimee Perron Siebert (*via electronic participation*)
Steve MacIsaac (VRE)
Mark Schofield (VRE)
Joe Swartz (VRE)

Opening Remarks

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

Chair Palchik welcomed Falls Church City Council Member Phil Duncan, who is serving as Mr. Snyder's Alternate.

Chair Palchik stated that Ms. DeBruhl requested electronic participation for a personal reason as she is in Florida for a conference. Mr. Clemente also requested electronic participation for a personal reason as he is on out-of-state travel. Board Administrator Rhonda Gilchrest confirmed an in-person quorum was present.

Mr. Alcorn moved, with a second by Mr. Karantonis, to approve Commissioners DeBruhl and Clemente's request for electronic participation. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Duncan, Ebbin, Foust, Garvey, Karantonis, Letourneau, McKay, Palchik, Skiles, Smedberg, Tuck, Turner and Walkinshaw.

Chair Palchik noted that Mr. Smedberg will need to leave early tonight and requested that the WMATA Agenda Item be moved up in the agenda. There were no objections to moving the WMATA discussion to after the VDOT/DRPT Presentation.

Ms. Mattice stated that NVTC received one public comment from the Coalition for Smarter Growth sharing concerns about the VDOT's process and approach to the 495 Southside Express Lanes study noting that VDOT has not appropriately looked at alternatives to highway expansion and are moving ahead on their study in advance of the completion of WMATA's Blue Orange and Silver Line study. It also states that DRPT in its study failed to look at how transit-oriented land use and housing plans could address the traffic issues on the corridor. The full comment was provided to Commissioners prior to the meeting.

Minutes of the September 7, 2023 NVTC Meeting

Mr. Karantonis moved, with a second by Mr. de Ferranti, to approve the Minutes of the September 7, 2023 NVTC Meeting. The vote in favor was cast by Commissioners Alcorn, Bagley, de Ferranti, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Skiles, Smedberg, Tuck, Turner and Walkinshaw. Commissioners Aguirre, Duncan, Letourneau, McKay and Skiles abstained. (Mr. Clemente did not participate in the vote.) The motion passed.

Consent Agenda

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

- A. Approve the Notice of Direct Contributions to the Jurisdictions
- B. Authorize the Chair to Send a Letter of Endorsement for the City of Alexandria's US DOT Transit Oriented Development Planning Grant Application

Mr. McKay moved, with a second by Mr. Aguirre, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Duncan, Ebbin, Foust, Garvey, Karantonis, Letourneau, McKay, Palchik, Skiles, Smedberg, Tuck, Turner and Walkinshaw. (Mr. Clemente did not participate in the vote.)

VDOT and DRPT Presentations on I-495 Southside Express Lanes

Chair Palchik welcomed Michelle Shropshire, Acting Director, Northern Virginia Megaprojects, and Michelle Holland, Communications Manager, Northern Virginia Megaprojects, from VDOT to give their presentation on the I-495 Southside Express Lanes. DRPT Director Jennifer DeBruhl will follow with a presentation on DRPT's companion study. VDOT's I-495 Southside Express Lanes Study identifies preliminary alternative concepts for 11 miles of I-495 between the Springfield interchange in Fairfax County and the Maryland Highway 210 interchange in Prince George's County, Maryland. DRPT's study is a separate effort that looked at transit and other strategies that could benefit the corridor.

Ms. Shropshire stated that the I-495 Southside Express Lanes Study (495 Southside Study) is an environmental study to potentially extend the Express Lanes system to the southern section of I-495 (Capital Beltway). VDOT is coordinating the study with the Federal Highway Administration (FHWA), Maryland Department of Transportation State Highway Administration (MDOT SHA), Virginia Department of Rail and Public Transportation (DRPT) and other federal, state, regional and local agencies in Virginia and Maryland. The study area is the last section of I-495 where express lanes have not been implemented and includes 11 miles of the southern section of I-495 (Capital Beltway) which stretches from the Springfield interchange (I-95/I-395/I-495) in Fairfax County to the MD 210 interchange in Prince George's County, Maryland. She gave an overview of the current traffic trends, study process and purpose and needs.

Ms. Shropshire reviewed the preliminary alternative concepts, which include no-build, Transportation System Management/Transportation Demand Management (TSM/TDM), part-time shoulder use, standalone transit, transit TSM/TDM, one general purpose lane, two general purpose lanes, one express lane, two express lanes, and two reversible express lanes. She also reviewed the public comment phase, with comments due by October 10.

Ms. DeBruhl stated that DRPT's study was a parallel study to VDOT's and covers the same study area. DRPT's study was completed in April 2023 to provide input into VDOT's study. DRPT held two rounds of public outreach in July and December 2022, two virtual public meetings, two public surveys, pop up events, public meetings and four stakeholder group meetings. There were common themes in the comments from the public, including interest in more transportation options, need for more reliable travel times, need for more connections to multi-modal facilities, and interest in bus and rail, improved bike and pedestrian connections, new and enhanced transit options, and more frequent transit service.

Ms. DeBruhl reviewed the baseline conditions, which show that there is limited bus service along I-495 and over the Woodrow Wilson Bridge; there is parallel and Metrorail feeder bus service in Alexandria and Fairfax County as well as bus service in Prince George's County in the vicinity of

National Harbor with Metrorail connections; VRE, Metrorail and Amtrak run parallel service to the corridor in Virginia; and there are existing state, regional and local commuter assistance programs.

Ms. DeBruhl noted that this study was started after the WMATA Blue Orange Silver Study, which is looking at a much broader study area and future Metrorail expansion options. This DRPT study looked at transit options that are bus focused. Rail was considered and tested as an option but would not be as cost-effective compared to bus options for moving a similar number of people in the corridor. Improvements in the I-495 Southside corridor should not preclude future rail. She reviewed the study recommendations:

- New or enhanced transit services that could benefit from the reliability of an expanded express lanes network in the I-495 Southside corridor
- Technology to encourage use of transit and alternative transportation modes, support a modern travel experience, and assist with travel decision-making
- Programs to encourage use of alternative transportation modes besides single-occupancy vehicles (SOV)

Potential transit modes:

- Express bus for services that would operate all-day with fewer stops
- Commuter bus for services that would operate during peak commuting times with fewer stops
- Local bus for services that would operate all-day with more stops

Ms. DeBruhl reviewed the potential transit alternatives for the study area (Near-Term Package/prior to 2030, Mid-Term Package/2030-2045, and Long-Term Package/beyond 2045).

Mr. Ebbin asked a question about VDOT Slide 11 long-term preservation of future transit options and asked if there is consideration of making sure these dedicated lanes stay dedicated for future rail. Ms. Shropshire stated that the slide depicts how there could be short-term express lanes which could be converted in the future for dedicated transit or rail. There is not a prescribed timeline for when this would happen. The project is only in the study phase. Mr. Ebbin expressed his concern that the region ends up with automobile lanes that could make it hard to switch to transit lanes. He hopes the study will indicate an option to preserve these lanes for transit. Mr. Alcorn thanked Mr. Ebbin for raising this issue and noted that P-3 (public private partnership) contracts are long-term contracts. Several Commissioners also expressed support for preserving the lanes for transit. Ms. Bagley stated that she hopes that the outcome isn't presupposed as it is important to get people out of their cars. She asked if the study includes an environmental analysis. Ms. Shropshire stated that the next study phase will focus on environmental analysis. Mr. Aguirre expressed concern about the spacing for shoulders and he would like to see more about the design.

Mr. McKay stated the current configuration is an example of one of the worst inequities in Northern Virginia as this is the only segment of the interstate system in Fairfax County that provides zero transit benefit today. The fact that these lanes end at Springfield while the rest of the Beltway express lane work was being done, did transit a major disservice. He asked if for

some reasons this project does not move forward, is there something between the no-build, TSM/TDM and part-time shoulder use that is also looking at other infrastructure improvements that could improve safety and through-put in this section. Ms. Shropshire stated that if the project were not to move forward, there would be other avenues that could be explored regarding safety. Mr. McKay also stated that this segment is also situated between the Woodrow Wilson Bridge and Springfield Interchange projects and those neighborhoods didn't get sound analysis or noise wall analysis. Ms. Shropshire stated that there will be a high-level noise analysis for this study and if the project moved forward a more detailed analysis would occur.

Mr. Skiles stated express lanes don't induce traffic and they help incentivize transit. Transit is a critical component to the regional transportation system which is ultimately enhanced because there is a vibrant express lanes network and reminds people of the choices they have. In response to a question from Mr. Smedberg, Ms. Shropshire and Ms. Holland gave more details about Maryland's input into the study.

Chair Palchik stated that regarding Slide 6 "Purpose and Needs" of the VDOT study, reducing congestion and improving travel reliability, as well as improving safety are both critical. Reliability is needed across all lanes and not just the express lanes. Ms. Shropshire stated that based on other express lanes in the region, express lanes do help reduce congestion in the general-purpose lanes. This results in crash reductions. Ms. Holland stated that the I-495 data has some of this analysis. Chair Palchik also asked VDOT to provide real-time data for I-66 and I-495 specifically as it relates to congestion.

Washington Metropolitan Area Transit Authority (WMATA)

On behalf of the Commission, Chair Palchik congratulated WMATA Board Chair Paul Smedberg as he has been awarded the 2023 Outstanding Public Transportation Board Member Award by the American Public Transportation Association for his vision, leadership and commitment to transit.

Chair Palchik asked WMATA Board Members Smedberg and Letourneau to give their report, which will be followed by WMATA Committee Chair Alcorn.

Report from the VA WMATA Board Members. Mr. Letourneau stated that Mr. Smedberg is well deserving of this recognition. Mr. Letourneau then gave a budget forecast update. Metro staff have worked hard to dig deep and find additional savings, including one-time savings of \$95 million in FY 2023 and FY 2024 and an additional savings of \$50 million recurring savings to start in FY 2025. The revenue forecast for FY 2024 is being adjusted upwards by \$45 million. So far, a federal government shutdown has been avoided, but if one occurs, it could impact this forecast. The WMATA Board is also discussing what level of Preventive Maintenance (PM) expenses could be transferred from the operating budget to the capital budget and paid for with capital dollars to help further close the budget. WMATA will still do all the maintenance it needs to do to keep the system running safely. Transferring these expenses requires Board approval, but the transferring a higher amount of PM to close the operating gap means an earlier exhaustion point of the dedicated capital funding debt capacity. This was previously estimated to be reached in FY 2029 but could now be moved to FY 2028 depending on what the Board decides. FY 2028 is

within the life of the six-year capital improvement program, so the impacts will start to be felt now in terms of how to plan the capital program. There are three scenarios of amount of PM flex (\$60 million, \$199 million or \$345 million) and if using the maximum amount, it would reduce the budget gap to \$365 million.

Mr. Letourneau also noted that WMATA will also be looking at service reductions but cautioned that it would not be equal among the jurisdictions because of the required Title VI equity analysis. Virginia service would be degraded. The 3% operating cap is still an issue. There needs to be a reset, because of the money WMATA did not collect from the jurisdictions during the pandemic. Ultimately, it does not change the fact that a long-term solution is needed. WMATA must have a balanced budget by July 1, 2024 and the timing of Metro's budget process and the legislative calendars in Virginia and Maryland are not aligned. Because of this, Metro will embark on a dual track budget process. The jurisdictions cannot provide additional subsidy to Metro without legislative action on the 3% operating cap that is in state code in Virginia and Maryland. One budget scenario is in the event of no legislative action on the 3% cap next legislative session, then WMATA will advertise and prepare for catastrophic service cuts and layoffs to balance the budget. The second scenario is if some legislative action on the cap is possible, then the Board can deliberate on less significant fare and service changes but as a consequence the jurisdictions will need to shoulder a significant subsidy increase in FY 2025. Jurisdictions should be prepared for a significant subsidy increase.

Mr. Smedberg stated that he, along with WMATA CEO Randy Clarke, met with Secretary of Transportation Miller. They also expect to testify at the October 17 Commonwealth Transportation Board meeting. Mr. Letourneau announced that Metro has celebrated its one millionth rider at the Dulles Airport Station on the Silver Line. Mr. Smedberg also provided some information about the recent derailment.

Report from the Chair of the WMATA Committee. WMATA Committee Chair Alcorn reported that the committee met on September 21 to discuss the NVTC's Metro Operating Funding and Reform Working Group, which is a working group led by NVTC staff to examine the structural funding challenges at WMATA, identify opportunities for reform and identify some potential funding sources for future consideration in Virginia as the region tackles WMATA's long-standing need for dedicated operating and additional dedicated capital funding. The findings from the working group will be developed into a technical report and will also inform the recommendations in the Annual Report on the Performance and Condition of WMATA. The findings and recommendations have been structured into five categories Structural Growth Cost, Operational and Financial Accountability, Oversight, Structural Funding Deficit, and Capital and Other. The Commission will be briefed on the Annual Report recommendations in November.

Mr. Alcorn announced that the next NVTC WMATA Committee meeting is scheduled for October 19 at 6:00 p.m. and will be a joint meeting with the Legislative and Policy Committee. The committees will discuss the WMATA's FY 2025 financial outlook, how the 3% cap plays into the FY 2025 budget, draft recommendations for the Annual Report on WMATA, and some revenue options for long-term, sustainable funding for WMATA, as well as the 2024 Legislative Agenda. As always, all Commissioners are welcome to attend.

Mr. Skiles left the meeting at 8:27 p.m. and did not return.

Chair Palchik thanked Mr. Smedberg and Mr. Letourneau for their leadership in pressing WMATA to reduce management costs and identify other funding that can reduce the subsidy bill that all the jurisdictions will need to pay. The updated financial plan is much more promising and palatable. She stated that it is good that the temporary shift in preventative maintenance funding will in no way affect Metro's state of good repair but recognized that this would accelerate the depletion of the capital funding by several years. She also thanked WMATA Committee Chair Alcorn and Legislative and Policy Committee Chair Aguirre for diving into these issues as a part of NVTC's annual report on WMATA and the 2024 Legislative Agenda that will be previewed next month.

Mr. McKay stated that there may be a short-term bridge solution that the jurisdictions can work on, but there is still the "elephant in the room" that there still needs to be dedicated long-term funding solution. He is concerned that a short-term solution could create a step back to finding a more permanent solution. Mr. Smedberg agreed that the challenge will be to stay focused on a long-term solution.

Mr. de Ferranti stated that regarding re-baselining, the jurisdictions are facing budget difficulties so there needs to be a state role. He asked staff to provide some fiscal context. Ms. Mattice stated that NVTC staff are working with jurisdictional staff. It will be helpful to have the information that will be coming from WMATA on what the FY 2025 budget looks like. NVTC's feedback on WMATA's budget will be important. In response to Chair Palchik, Ms. Mattice explained that if the 3% cap is exceeded (with some exceptions), the Commonwealth will withhold 35% of state aid that comes to the jurisdictions to help pay for Metro.

Mr. Letourneau stated that WMATA is trying to be as transparent as possible with the budget numbers. Mr. Turner stated that there can be unperceivable indicators when changing preventative maintenance schedules, etc. that can have long-term impacts. Ms. Garvey wondered if Metro reaches the "warn notice" of lay-offs, will this be a teachable moment for the public to understand how important Metro is. Mr. Letourneau stated that it will create a reaction from labor. Mr. Foust stated that WMATA needs to provide multi-year budget projections. Mr. Alcorn asked NVTC staff to help with looking at the baseline subsidies.

Ms. Garvey expressed her opinion that the Virginia WMATA Board members should receive a salary for all the work they do for Metro.

Mr. Tuck left the meeting at 8:48 p.m. followed by Commissioners Letourneau and Smedberg at 8:50 p.m. They did not return.

Report from the Chair of the Program Advisory Committee

Chair Palchik asked Ms. Bagley as chair of the Program Advisory Committee, to make introductory remarks. Ms. Bagley reported that the Program Advisory Committee (PAC) met back in July and was briefed on the Commuter Choice program. The PAC met again in September and focused on the NVTC Zero Emission Bus (ZEB) Regional Strategic Plan. She asked Mr. Owen to present the two Commuter Choice action items.

FY 2023 Commuter Choice Annual Report. Mr. Owen stated that the Commission is being asked to authorize the submission of the FY 2023 Commuter Choice Annual Report to the Commonwealth Transportation Board (CTB). The report highlights the performance of Commuter Choice projects this year and other program activities in support of the reporting requirements of the two corridors' memoranda of agreement. Mr. Owen highlighted three superlatives:

- The highest daily (weekday) ridership on Commuter Choice projects – about 6,000 weekday passenger trips on average across the two corridors, a 50% increase over last year. NVTC also estimated broader, regional benefits of Commuter Choice funding to the region's economy and quality of life since the program began in 2017.
- The largest funding award in program history – a total of \$48 million to 13 I-395/95 Commuter Choice projects, including the first awards for a BRT line, new rail station construction and electric bus purchases.
- The most public engagement in any funding round to date, with over 600 comment submissions in the I-395/95 funding round.

Mr. Owen then introduced a short promotional video. Chair Palchik congratulated staff and PAC Chair Bagley for their work on the video.

Ms. Bagley moved, with a second by Mr. Ebbin, to authorize the executive director to submit the Commuter Choice FY 2023 Annual Report to the Commonwealth Transportation Board. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Duncan, Ebbin, Foust, Garvey, Karantonis, McKay, Palchik, Turner and Walkinshaw. The roll call vote for Commissioners participating electronically had Ms. Debruhl voting yes as Mr. Smedberg's Alternate (Mr. Clemente dropped off the connection earlier and was no longer participating). The motion passed.

I-66 Commuter Choice FY 2025-2026 Call for Projects. Mr. Owen stated that staff reasonably expect \$40-50 million available for new projects in this round. This is a range intended to provide the Program Advisory Committee and Commission with short- and medium-term programming flexibility. He stated that there are no policy changes recommended for this round. The call for projects is opening a month earlier than usual to allow more time for program development in the spring. The application period is from October 6 – December 18. Staff have begun engaging with eligible applicants about project ideas, to provide feedback on alignment with program requirements and goals, and the application materials. The one-month public comment period will be in April 2024. In May, staff will brief the Commission on the PAC-endorsed Program of Projects and close public comment. In June, the Commission will act to adopt a program and refer it to the CTB, which will approve the projects as part of its Six Year Improvement Program adoption.

Mr. McKay moved, with a second by Mr. Karantonis, to authorize the executive director to issue the I-66 Commuter Choice FY 2025-2026 Call for Projects. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Duncan, Ebbin, Foust, Garvey, Karantonis,

McKay, Palchik, Turner and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Ms. DeBruhl voted yes. The motion passed.

Transit Technology Program – Draft Zero Emission Bus Regional Strategic Plan Recommendations. PAC Chair Bagley reported that at the September 21 PAC meeting, Transit Technology Senior Program Manager Ann McGrane briefed the committee on the draft recommendations for NVTC’s Northern Virginia Zero-Emission Bus Strategic Plan. Ms. Bagley stated that with so many transit providers and a transit industry rapidly evolving on so many fronts, it only makes sense to bring everyone together and figure out how to move the region forward together on the topic of zero-emission buses. So, earlier this year, NVTC embarked on a zero-emission bus strategic plan for several reasons. The regional transit agencies are exploring zero-emission buses in some way, and some have electric buses in service already. Others are using and/or exploring compressed natural gas and the transit industry is starting to explore hydrogen. At the same time, technology is rapidly advancing with all these fuel types and the federal government is investing an unprecedented amount of money into zero-emission buses and infrastructure. The recommendations will provide the foundation for how NVTC supports all the work of the transit agencies are doing to advance zero-emission buses which directly support the region’s climate goals.

Ms. McGrane explained that the purpose of her presentation is to discuss the draft regional zero-emission bus strategies and actions that have been developed as part of the zero-emission bus strategic planning process. She provided some background about what is happening at the local and state levels. At the local level, transit agencies are developing individual ZEB fleet transition plans that focus on understanding how existing routes and facilities can accommodate the new technologies and the costs associated with these changes. At the state level, DRPT is working on a toolkit that will help agencies work through their transition to either low-emission or zero-emission fleets, and they’re doing some really great work looking at how to leverage different statewide resources to do that. NVTC’s Strategic Plan fits in the middle of these two efforts with a focus on areas of regional collaboration and coordination that will help advance the efforts of each agency and potentially avoid pitfalls that others further along in the process have encountered. A lot of this is driven by unprecedented levels of federal funding available for clean transportation technologies.

Mc. McGrane noted that for the term “zero-emission bus,” she is referring to both battery-electric buses (BEBs), which use electric chargers, and fuel cell electric buses (FCEBs), which are powered by hydrogen. This is the industry standard for what is considered a ZEB. She then provided a timeline of what’s been happening in this space in 2023. NVTC kicked off the Strategic Planning process in February – since then, staff held one-on-one conversations with each transit agency in Northern Virginia and convened two technical advisory committee meetings with NVTC’s regional partners, DRPT and WMATA. NVTC’s consultant team has also evaluated the existing conditions of each agency’s ZEB fleets, industry trends, and opportunities for the region.

Throughout the year, NVTC has held regular working group meetings for Northern Virginia transit staff engaged in ZEB work, and staff has attended working groups hosted by others, including WMATA, the American Public Transportation Association, and DRPT.

Ms. McGrane stated that this work has culminated in the draft regional strategies. The goal is to get feedback on these recommendations. Staff will return to the Commission in January with a finalized plan. She then reviewed the six regional strategies:

1. Serve as Regional ZEB Forum
2. Advocate for Consistent and Supportive ZEB Standards and Policies
3. Coordinate Among Regional Partners on Funding and Procurement Opportunities
4. Support Development of Shared Charging Infrastructure in Northern Virginia
5. Evaluate Opportunities for Private Sector Partnerships
6. Support ZEB-Related Workforce Training Programs

Chair Palchik stated that she appreciates staff's work in this space as the local bus systems are trying to be smart about how to deploy these new technologies. She noted that Fairfax County just launched its first electric bus pilot this week. The ability to share best practices – and ideally – partner with other bus systems in the region to create a strong charging (or fueling) network, training resource or even technology incubator – would be a fantastic outcome.

Ms. Bagley stated that the PAC had a good conversation about ZEBs and all the potential renewable fuel sources. Chair Palchik asked if coordinating with school buses was discussed. Ms. McGrane stated that school buses have quite different operational situations and a completely different federal funding stream. Mr. de Ferranti asked if any jurisdiction (besides Montgomery County) is looking at or investing in hydrogen fuel cells. Arlington County may be the only jurisdiction looking in this direction. Ms. McGrane stated that the region will see more development in the near future and there could be some interest in pilot projects.

Mr. Aguirre asked if there is any standardization for buses, such as charging plugs. Ms. McGrane stated that there are standards for bus plugs and top chargers. She stated that there are still things to verify regarding bus standards, so advocacy on this topic is important.

Ms. Garvey left at 9:25 p.m. and did not return.

Marketing Campaign Update

Chair Palchik stated that NVTC's "Ride With Us" marketing campaign finished in mid-September and set several new records. The campaign covered most of the region and staff expanded the reach of the campaign to a broad range of outlets including Spanish language radio and a complete Spanish language website. She invited Marketing and Engagement Manager Monique Blyther to share some key highlights from the campaign.

Ms. Blyther stated that the eight-week "Ride With Us" campaign kicked off June 1st in support of the opening of the Potomac Yard-Virginia Tech Station and the reopening of the Yellow Line bridge and tunnel. Phase One launched with geo-targeted digital ads targeting riders along the Blue and Yellow Line corridors, encouraging them to plan their trip via transit by way of the NovaRides.org webpage. This was available in English and Spanish. Phase Two of the campaign launched mid-July, with radio, streaming, email and continued social media advertisements. New this year, NVTC dramatically expanded the number of radio stations for advertisement,

from three to a dozen, which dramatically expanded and diversified NVTC's audience with greater visibility in minority and Spanish speaking communities. Also new this year was sponsored pre-season events for the Washington Commanders on iHeart radio.

Ms. Blyther reviewed some of the highlights from the campaign -- as of mid-August, the campaign delivered over 16 million impressions, which translated to nearly 60,000 clicks to the NoVaRides.org English and Spanish landing pages. Spanish ad clicks are up 60% from last year and accounted for nearly half of the total clicks from social media, with a higher click through rate, than English ads. More than 6,000 users clicked to plan their trip via transit using the Moovit app or Waze.

Ms. Blyther thanked DRPT and NVTC's regional partners (Arlington, Alexandria, Fairfax, PRTC and VRE) for funding and contributing to this year's campaign. She also thanked Chair Palchik and her staff for assisting with the Spanish language translations. She noted that Matt Friedman and Nathan Varnell also worked on the campaign.

Mr. Aguirre commended staff for expanding the audience of the campaign to more Spanish-speaking markets.

Virginia Railway Express (VRE)

Chair Palchik noted that VRE Chief Financial Officer Mark Schofield will fill in for the VRE CEO this month for the CEO Report, followed by VRE Operations Board Chair Walkinshaw to present the action item.

VRE CEO Report. Mr. Schofield announced that on several Tuesdays and Wednesdays VRE broke the 1,000-ridership level. On-time performance also improved last month. VRE conducted the annual Master Agreement survey yesterday. He also noted that VRE will be running excursion trains on October 8 at the annual Clifton Days.

VRE FY 2025 Key Budget Issues. Mr. Walkinshaw stated that the VRE Operations Board recommends Commission approval of Resolution #2505, which will refer the preliminary FY 2025 VRE Operating and Capital Budget to the jurisdictions for review and comment.

VRE's preliminary FY 2025 operating budget totals \$119.9 million, which includes operations, maintenance and existing debt service. In addition to continuing VRE's existing weekday rail service, the proposed budget provides for the first-ever operation of VRE weekend service.

The preliminary operating budget includes a total jurisdictional subsidy of \$18.3 million and a proposed 5% fare increase as well as other changes to simplify fares. VRE's preliminary FY 2025 capital budget includes commitments of \$70.2 million from federal, state, regional and local funding sources towards the Capital Improvement Program (CIP).

Mr. Walkinshaw then turned it over to VRE Chief Financial Officer Mark Schofield to give some more information about the preliminary budget. Mr. Schofield stated that the original expansion concepts for both weekday and weekend are included in agreements with VPRA. All changes are

subject to final approval of host railroads and other key stakeholders. The Saturday service concept is three round-trip trains on each line with service northbound in the morning and southbound in the afternoon/evening, with a total increase in service (train miles) of about 8%. VRE is looking at repositioning existing resources to make weekday trains (7 or 8 cars) become 6-car consists, which require one less conductor. Those conductor hours would be shifted to Saturday service. He also reviewed the proposed fare changes and associated public hearings, as well as FY 2025 expense drivers.

Mr. Walkinshaw moved, with a second by Mr. Alcorn, to approve Resolution #2505 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Duncan, Ebbin, Foust, Karantonis, McKay, Palchik, Turner and Walkinshaw. There was also a roll call vote for Commissioners participating electronically and Ms. DeBruhl voted yes. The motion passed.

Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl encouraged Commissioners to read the written DRPT Report. The Commonwealth Transportation Board (CTB) will be meeting in Crystal City on October 17-18 in conjunction with the Governor's Transportation Conference.

Mr. Alcorn left the meeting at 9:49 p.m. and did not return.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. She introduced Vikram Sinha – NVTC's new Envision Route 7 BRT Senior Program Manager. He comes to NVTC from the Austin Transit Partnership where he served as Public Involvement Manager for the Orange Line light rail project. She also gave a huge thanks to Xavier Harmony for all his work on the Envision Route 7 project to get us to get Route 7 to this point. Xavier jumped right in while the Mobility Study for Falls Church was about ½ way through and did an amazing job managing the technical team as well as overseeing the strategic framework efforts that will be presented to the Commission early next year.

Ms. Mattice announced that several staff will be out presenting NVTC's work at some national conferences. This coming January, NVTC will have two presentations included in the Transportation Research Board's annual conference program. The Transportation Research Board annual meeting is the largest transportation conference in the world. It is held every January in Washington, DC, attracting more than 13,000 transportation professionals from government, industry, and academia. Both the Advancing Bus Priority paper, written by Xavier Harmony and Sophie Spiliotopoulos, and a bus stop study led by NVTC's summer Transit Fellow, Rachel Inman, and supported by Xavier and Sophie were accepted for presentation. Xavier will also be moderating a session on public transportation planning and development.

Ms. Mattice also noted that she and Mr. Fye will be attending this weekend's American Public Transportation Association annual conference. Allan will showcase the Value of Transit Study at a session on Tuesday. Ms. Mattice stated that she will be moderating a session on how transit fare technologies can work with people who are "unbanked" as well as lead and participate in several legislative and policy committees.

Ms. Mattice stated that the Joint meeting of the Legislative and Policy Committee and the WMATA Committee will be held on October 19 at 6:00 p.m. The Annual Joint Legislative Forum is December 1 at 8:30 a.m. at George Mason University's Arlington Campus. The Next Commission meeting is November 2.

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

Adjournment

Without objection, Chair Palchik adjourned the meeting at 9:52 p.m.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



RESOLUTION #2505

SUBJECT: Authorize the Referral of the Preliminary FY 2025 VRE Operating and Capital Budget to the Participating and Contributing Jurisdictions

WHEREAS: The Virginia Railway Express (VRE) Master Agreement requires the VRE Operations Board submit to the Northern Virginia Transportation Commission (NVTC) and the Potomac Rappahannock Transportation Commission (PRTC) (the "Commissions") a preliminary fiscal year budget by September 30 each year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2025 Operating and Capital Budget;

WHEREAS: The preliminary FY 2025 budget proposes a total jurisdictional subsidy of \$18,300,780 and proposes a 5% increase in passenger fares effective the first week of July 2024 along with other changes to improve and simplify the fare structure;

WHEREAS: In accordance with VRE's Public Participation Policy, VRE must hold public hearings to solicit comments from riders and the public on the proposed fare changes included in the preliminary FY 2025 budget;

WHEREAS: The VRE Operations Board has referred the preliminary FY 2025 Operating and Capital Budget to the Commissions for their consideration;

WHEREAS: The VRE Operations Board recommends the Commission forward the budget to the participating and contributing jurisdictions for further formal review and comment;

WHEREAS: The VRE Operations Board has authorized the VRE CEO to solicit comment through public hearings related to the proposed 5% fare increase and other associated fare changes and to report the public comments received back to the Operations Board for consideration;

WHEREAS: The VRE Operations Board has directed the VRE CEO to consider and address comments by the jurisdictions and to present a final recommended budget to the VRE Operations Board at the December 2023 meeting for consideration and referral to the Commissions for adoption in January 2024; and

WHEREAS: The VRE Operations Board recommends the following action.

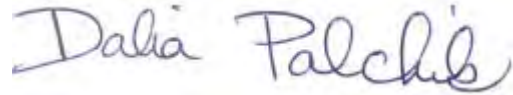
NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the preliminary FY 2025 VRE Operating and Capital Budget be forwarded to the participating and contributing jurisdictions for their formal review and comment.

BE IT FURTHER RESOLVED that NVTC directs the VRE Operations Board to forward a final recommended budget to the Commissions for consideration for adoption in January 2024.

Approved this 5th day of October 2023.



David F. Snyder
Secretary-Treasurer



Dalia Palchik
Chair

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: October 26, 2023
SUBJECT: Consent Agenda

At the November meeting, the Commission will be asked to approve the Consent Agenda, which includes approval of the NVTC 2024 Meeting Schedule and multiple resolutions ratifying and readopting resolutions/actions taken during all-virtual meetings during the COVID-19 pandemic.

ACTION: Approve the Consent Agenda (subject to approval of chair)

A. Approve NVTC 2024 Meeting Schedule

The Commission will be asked to approve the [proposed NVTC 2024 Meeting Schedule](#). The February 1, 2024 meeting will be held in Richmond, with a short business meeting followed by a reception for Commissioners to interact with General Assembly members. More details about time and location will be provided in the near future. As the first Thursday of July 2024 lands on the July 4 federal holiday, staff propose July 18, 2024 as a tentative replacement meeting date if needed. This would be an all-virtual meeting.

The [2024 Meeting Schedule](#) has been expanded to include committee meetings. Many of the actual committee meeting dates are still not determined for 2024, but the meeting schedule shows which months throughout the year that staff expect to hold committee meetings.

The 2024 Commission meeting dates are as follows:

- January 4, 2024
- February 1, 2024 – Richmond
- March 7, 2024
- April 4, 2024
- May 2, 2024
- June 6, 2024
- July 18, 2024 – tentative/all-virtual (in lieu of July 4)
- August – no meeting
- September 5, 2024
- October 3, 2024
- November 7, 2024
- December 5, 2024

B. Approve Resolutions #2506 – #2522 to Ratify and Readopt Resolutions and Actions

The Commission will be asked to approve Resolutions #2506 – #2522 to ratify and readopt original resolutions approved during NVTC’s electronic meetings during May 2020 and July 2021 of the COVID-19 emergency. The ratification resolutions and their accompanying original resolutions are described below following the background information.

Background

The Virginia Supreme Court’s March 23, 2023, decision in the case of *Berry, et al. v. Board of Supervisors of Fairfax County* has created uncertainty about the validity of some actions the Commission has taken in all-virtual electronic meetings between May 2020 and July 2021. The uncertainty may lead to challenges to those actions, however unmerited those challenges may be. As a way to avoid the potential for challenges, it is recommended that the Commission ratify and readopt resolutions and actions identified by legal counsel.

Ratification Resolutions

NVTC legal counsel recommends the Commission ratify and readopt the following actions:

- **Resolution #2506: Ratify and Readopt Resolution #2412 “Authorize the Acting VRE CEO to Execute an Agreement with Amtrak for Access and Storage at Washington Union Terminal”**

Resolution #2506 will ratify and readopt [Resolution #2412](#) approved at the June 4, 2020 meeting. The original resolution authorized the then-Acting VRE CEO to enter into a five-year agreement, with an option to extend for another five-year term, with Amtrak for access and mid-day storage at the Washington Union Terminal. Additional information is available in the original Agenda Item #6 (starting on page 31) in the [June 4, 2020 meeting materials](#).

- **Resolution #2507: Ratify and Readopt Resolution #2415 “Authorize the Acting VRE CEO to Amend the Agreement with the City of Manassas for the Operation and Maintenance of the Manassas Parking Facility”**

Resolution #2507 will ratify and readopt [Resolution #2415](#) approved at the June 4, 2020 meeting. The original resolution authorized the then-Acting VRE CEO to amend the agreement with the City of Manassas for the operation and maintenance of the parking facility located in the City of Manassas. The amendment permitted the installation of fixed bicycle storage spaces and extended the term of the agreement for five years. The resolution also authorized the amendment to include a provision allowing the agreement to be automatically extended for an additional five years, through June 2030, unless either party provides notice to the other of its request not to automatically extend the term. Additional information is available in the original Agenda Item #6 (starting on page 31) in the [June 4, 2020 meeting materials](#).

- **Resolution #2508: Ratify and Readopt the Motion “Authorize the Executive Director to Sign the DRPT Master Agreement”**

Resolution #2508 will ratify and readopt the motion made at the July 2, 2020 meeting which authorized the executive director to execute the Master Agreement for the use of Commonwealth Transportation Funds with the Department of Rail and Public Transportation (DRPT). The agreement contains the terms and conditions governing receipt of grants supported by the Commonwealth Transportation Fund and is incorporated by reference in all DRPT project agreements. The effective date of the agreement is July 1, 2020 and will remain in force until a new agreement is executed. Additional information is available in the original Agenda Item #3 (starting on page 31) in the [July 2, 2020 meeting materials](#).

- **Resolution #2509: Ratify and Readopt Resolution #2418 “Appointment of VRE Chief Executive Officer”**

Resolution #2509 will ratify and readopt [Resolution #2418](#) approved at the September 3, 2020 meeting. Following a Closed Session, the Commission approved the original resolution to appoint Rich Dalton as the VRE Chief Executive Officer and approve his employment agreement. The action is recorded on page 17 of the [September 3, 2020 Minutes](#).

- **Resolution #2510: Ratify and Readopt Resolution #2420 “Approve I-66 Commuter Choice Initial Round Four (FY2021) Program of Projects for Submission to CTB and Authorize Executive Director to Execute Standard Project Agreements”**

Resolution #2510 will ratify and readopt [Resolution #2420](#) approved at the October 1, 2020 meeting. The original resolution approved the Commuter Choice I-66 Corridor Initial Round Four (FY 2021) Program of Projects as well as the consideration of a Supplemental Round Four (FY 2022) Program at a later date. The resolution also authorized the executive director to execute the Standard Project Agreements.

The Initial Round Four program was a conservative approach totaling \$3,777,230 for a single year of funding for six low-risk, low-cost strategies demonstrating robust benefits to toll payers and provide continuity for corridor commuters, as well as support NVTC’s program administration and oversight activities for the year. Additional information is available in the original Agenda Item #5 (starting on page 51) in the [October 1, 2020 meeting materials](#).

- **Resolution #2511: Ratify and Readopt Resolution #2424 “Approve Policy Changes Governing the Commuter Choice Program in Both Corridors, I-66 Inside the Beltway and I-395/95”**

Resolution #2511 will ratify and readopt [Resolution #2424](#) approved at the November 5, 2020 meeting. The original resolution approved policy changes governing the Commuter Choice program for both corridors (I-66 Inside the Beltway and I-395/95). The changes applied to calls for projects beginning with Round Five (FY 2023-2024) for I-66 Inside the Beltway and beginning with Round Two (FY 2022-2023) for I-395/95. The policy changes included Framework for Larger Capital Projects, Minimum Funding Award, Requirements for Transportation Demand Management Campaigns, and Requirement for Partner Support Documentation. Additional

information is available in the original Agenda Item #6 (starting on page 85) in the [November 5, 2020 meeting materials](#).

- **Resolution #2512: Ratify and Readopt Resolution #2425: Adopt the Technical Evaluation Process for the Commuter Choice on the I-395/95 Corridor Program and Authorize the Executive Director to Issue a Call for Projects for I-395/95 Corridor Round Two (FY 2022-FY 2023)**

Resolution #2512 will ratify and readopt [Resolution #2425](#) approved at the November 5, 2020 meeting. The original resolution authorized the call for projects for the Commuter Choice I-395/95 Corridor Round Two (FY 2022-2023) and adopted the technical evaluation process for both corridors (I-66 and I-395/95). Additional information is available in the original Agenda Item #6 (starting on page 85) in the [November 5, 2020 meeting materials](#).

- **Resolution #2513: Ratify and Readopt Resolution #2429 “Approve an Agreement with City of Manassas Park for Design, Construction, Operations and Maintenance of Parking Garage at VRE Manassas Park Station”**

Resolution #2513 will ratify and readopt [Resolution #2429](#) approved at the December 3, 2020 meeting. The original resolution authorized the VRE CEO to execute an agreement with the City of Manassas Park for the design, construction, operation and maintenance of a parking garage at the VRE Manassas Park Station, as well as authorized the VRE CEO to execute all deeds and other documents required to accept the conveyance of real property by the city to the Commissions. Additional information is available in the original Agenda Item #6 (starting on page 213) in the [December 3, 2020 meeting materials](#).

- **Resolution #2514: Ratify and Readopt Resolution #2430 “Authorize the VRE CEO to Execute an Agreement with the Virginia Passenger Rail Authority (VPRA), or Alternatively the Department of Rail and Public Transportation for Later Assignment to the VPRA, for Passenger Rail Operations and Access”**

Resolution #2514 will ratify and readopt [Resolution #2430](#) approved at the December 3, 2020 meeting. The original resolution authorized the VRE CEO to execute an agreement with the Virginia Passenger Rail Authority (VPRA), or alternatively DRPT for later assignment to the VPRA, for Passenger Rail Operations and Access. The agreement includes provisions to enable VRE trains to operate on right-of-way acquired by the Commonwealth of Virginia from CSX Transportation (CSXT); to provide the right for VRE to manage VRE station facilities located in the right-of-way; and to increase VRE service once planned improvements within the railroad corridor are completed. Additional information is available in the original Agenda Item #6 (starting on page 213) in the [December 3, 2020 meeting materials](#).

- **Resolution #2515: Ratify and Readopt Resolution #2431 “Authorize the VRE CEO to Execute an Agreement with the Virginia Passenger Rail Authority (VPRA), or Alternatively the Department of Rail and Public Transportation for Later Assignment to the VPRA, for Passenger Rail Improvements and Funding”**

Resolution #2515 will ratify and readopt [Resolution #2431](#) approved at the December 3, 2020 meeting. The original resolution authorized the VRE CEO to execute an agreement with the Virginia Passenger Rail Authority (VPRA), or alternatively DRPT for later assignment to the VPRA, for Passenger Rail Improvements and Funding.

The Passenger Rail Improvements and Funding Agreement includes provisions for the two Commissions (NVTC and PRTC) to fund a portion of the planned improvements and the purchase of real property for right-of-way acquired by the Commonwealth from CSXT. The Commissions will utilize Commuter Rail Operating and Capital (CROC) funds for both a debt issuance and on a pay-as-you-go (PAYGO) basis as the source of the funding commitment. Once complete, the planned improvements will allow a significant increase in VRE service in accordance with the term of a separate Operating and Access Agreement with the Virginia Passenger Rail Authority. Additional information is available in the original Agenda Item #6 (starting on page 213) in the [December 3, 2020 meeting materials](#).

- **Resolution #2516: Ratify and Readopt Motion Approving a Limited Waiver of the Conflict for McGuire Woods, LLP**

Resolution # 2516 will ratify and readopt the motion which approved a limited waiver of the conflict for McGuire Woods, LLP arising out of its representation of JBG Smith Properties in matters related to the Crystal City VRE Station project. Following a Closed Session during the January 7, 2021 meeting, the Commission approved the motion. The motion is recorded on page 17 of the [January 7, 2021 Minutes](#).

- **Resolution #2517: Ratify and Readopt Resolution #2443 “Approve the Third Amended and Restated Memorandum of Agreement to the MOA of the Transform 66: Inside the Beltway Project”**

Resolution #2517 will ratify and readopt [Resolution #2443](#) approved at the May 6, 2021 meeting. The original resolution approved the Third Amended and Restated Memorandum of Agreement for the Transform 66: Inside the Beltway Project and authorized the executive director to execute the agreement on behalf of the Commission.

The Commonwealth had identified language in the Second Amended MOA that would unintentionally constrain annual servicing payments for debt issued to finance the Long Bridge project and/or Rosslyn Metrorail station improvements. The existing wording limited these servicing payments to the amounts of Inside the Beltway revenues transferred to NVTC for Commuter Choice purposes (i.e., a stipulated \$10 million escalating at 2.5% per year). The revised MOA text sufficiently protects the toll revenue payments due to NVTC for Commuter Choice on the I-66. Additional information is available in the original Agenda Item #4 (starting on page 24) in the [May 6, 2021 Meeting Materials](#).

- **Resolution #2518: Ratify and Readopt Resolution #2444 “Authorize the VRE CEO to Execute the Amended and Restated Operating/Access Agreement and the Master Lease Agreement with CSX Transportation”**

Resolution #2518 will ratify and readopt Resolution #2444 approved at the May 6, 2021 meeting. The original resolution authorized the VRE CEO to execute the Amended and Restated Operating Access Agreement and the Master Lease Agreement with CSX Transportation. Both agreements reflect changes to the contractual relationship between the Commissions (NVTC and PRTC) and CSXT resulting from the right-of-way acquisition by the Commonwealth. CSXT continues to dispatch and maintain both CSXT and Virginia Passenger Rail Authority (VPRA) owned tracks resulting in a seamless VRE operation. Additional information is available in the original Agenda Item # 9 (starting on page 112) in the [May 6, 2021 Meeting Materials](#).

- **Resolution #2519: Ratify and Readopt Resolution #2445 “Appointment of VRE General Counsel and Chief Legal Officer”**

Resolution #2519 will ratify and readopt Resolution #2445 approved at the May 6, 2021 meeting. Following a Closed Session, the Commission adopted the original resolution which appointed Stephen A. MacIsaac as VRE General Counsel and Chief Legal Officer effective May 31, 2021 as well as the execution of Mr. MacIsaac’s employment agreement. The resolution also authorized the continuation of Mr. MacIsaac’s legal services in all NVTC Commission related matters. The action is recorded on page 14 of the [Minutes of the May 6, 2021 meeting](#).

- **Resolution #2520: Ratify and Readopt Resolution #2447 “Approve Commuter Choice in the 1-395/95 Corridor Round Two Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute Standard Project Agreements”**

Resolution #2520 will ratify and readopt Resolution #2447 approved at the June 3, 2021 meeting. The original resolution approved the Commuter Choice I-395/95 Corridor Round Two (FY 2022-FY 2023) Program of Projects and authorized staff to submit the Program of Projects to the Commonwealth Transportation Board for action. The resolution also authorized the executive director, or her designee, to execute the Standard Project Agreements for the Round Two program. The Program of Projects included 13 projects and NVTC’s administrative costs, totaling \$22,730,986. Additional information is available in the original Agenda Item #4 (starting on page 30) in the [June 3, 2021 Meeting Materials](#).

- **Resolution #2521: Ratify and Readopt Resolution #2450 “Authorize the VRE CEO to Execute a Contract with Alstom Transportation Inc. of New York, New York, for 21 New Passenger Railcars”**

Resolution #2521 will ratify and readopt [Resolution #2450](#) which was approved at the June 3, 2021 meeting. The original resolution authorized the VRE CEO to Execute a Contract with Alstom Transportation Inc. of New York, New York, for 21 new passenger railcars in the amount of \$80,594,822, plus a 5% contingency of \$4,029,741, for a of a base order of 21 new multilevel passenger railcars with restrooms, for a total of 148 seats per car. Additional information is available in the original Agenda Item #10 (starting on page 92) in the [June 3, 2021 Meeting Materials](#).

- **Resolution #2522: Ratify and Readopt Resolution #2451 “Authorize the VRE CEO to Enter into a Right-of-Way Easement Agreement with Rappahannock Electric Cooperative for LOU Facility Electric Service”**

Resolution #2522 will ratify and readopt [Resolution #2451](#) which was approved at the June 3, 2021 meeting. The original resolution authorized the VRE CEO to enter into a Right-of-Way Easement Agreement with the Rappahannock Electric Cooperative (REC) for an electric utility easement at Crossroads Maintenance and Storage Facility for the Lifecycle Overhaul and Upgrade (LOU) Facility Electric Service. These improvements were necessary to accommodate the LOU Facility and the associated storage yard expansion. Additional information is available in the original Agenda Item #10 (starting on page 92) in the [June 3, 2021 Meeting Materials](#).



NVTC 2024 MEETING SCHEDULE

Proposed

NVTC Commission Meetings

The Commission meets at 7:00 p.m. on the first Thursday of the month. Meetings are held in the First Floor Main Conference Room of the Navy League Building, 2300 Wilson Blvd, Arlington, Virginia, unless otherwise noted.*

[Public Streaming Via YouTube](#)

NVTC Committee Meetings

The Executive Committee meets monthly prior to the Commission meeting (either at 6:00 or 6:15 p.m.) in Suite #230 of the Navy League Building. Other committees meet as needed in Suite #230 unless otherwise noted.*

Please check NVTC's [meeting website page](#) for updates.

If NVTC decides to change a meeting to an all-virtual meeting, NVTC will provide a new meeting notice in accordance with the provisions of the Freedom of Information Act, and will notify Commissioners, staff and public at least 72 hours in advance of the meeting. Updated meeting information will be on [NVTC's meeting website page](#).

COMMISSION MEETINGS

EXECUTIVE COMMITTEE MEETINGS

WMATA COMMITTEE MEETINGS

LEGISLATIVE AND POLICY COMMITTEE MEETINGS

POLICY ADVISORY COMMITTEE (PAC) MEETINGS

JOINT COMMISSION WORKING GROUP (JCWG) MEETINGS

MISCELLANEOUS MEETINGS

JANUARY 2024

- 4 - Executive Committee (6:00 PM)
- 4 - Commission Meeting (7:00 PM)
- TBD - NVTC WMATA Committee

FEBRUARY 2024

- 1 - Commission Meeting (Time TBD) Richmond*
- TBD - Program Advisory Committee

MARCH 2024

- 7 - Executive Committee (6:15 PM)
- 7 - Commission Meeting (7:00 PM)
- TBD - NVTC WMATA Committee

APRIL 2024

- 4 - Executive Committee (6:15 PM)
- 4 - Commission Meeting (7:00 PM)
- TBD - NVTC WMATA Committee
- TBD - Program Advisory Committee

MAY 2024

- 2 - Executive Committee (6:15 PM)
- 2 - Commission Meeting (7:00 PM)
- TBD - Legislative and Policy Committee
- TBD - Joint Annual Meeting with Other Transportation Organizations per HB 1285 (Time/Location TBD)*

JUNE 2024

- 6 - Executive Committee (6:15 PM)
- 6 - Commission Meeting (7:00 PM)
- 14 - NVTC 60th Anniversary Symposium (8:30 AM)
- GMU Schar School, Arlington*

JULY 2024

- 18 - Commission Meeting (7:00 PM) tentative / all-virtual (in lieu of July 4)

AUGUST 2024

- No Commission Meeting

SEPTEMBER 2024

5 - Commission Meeting / NVTC 60th Anniversary
Celebration Marymount University, Arlington*

TBD - NVTC WMATA Committee

TBD - Legislative and Policy Committee

TBD - Joint Commission Working Group

OCTOBER 2024

3 - Executive Committee (6:15 PM)

3 - Commission Meeting (7:00 PM)

TBD - NVTC WMATA Committee

TBD - Legislative and Policy Committee

TBD - Program Advisory Committee

NOVEMBER 2024

7 - Executive Committee (6:00 PM)

7 - Commission Meeting (7:00 PM)

TBD - Legislative and Policy Committee

DECEMBER 2024

5 - Executive Committee (6:15 PM)

5 - Commission Meeting (7:00 PM)

TBD - Joint Legislative Forum (8:30 AM) (Location TBD)*

RESOLUTION #2506

SUBJECT: Ratify and Readopt Resolution #2412 “Authorize the Acting VRE CEO to Execute an Agreement with Amtrak for Access and Storage at Washington Union Terminal”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2412 “Authorize the Acting VRE CEO to Execute an Agreement with Amtrak for Access and Storage at Washington Union Terminal,” dated June 4, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2507

SUBJECT: Ratify and Readopt Resolution #2415 “Authorize the Acting VRE CEO to Amend the Agreement with the City of Manassas for the Operation and Maintenance of the Manassas Parking Facility”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2415 “Authorize the Acting VRE CEO to Amend the Agreement with the City of Manassas for the Operation and Maintenance of the Manassas Parking Facility,” dated June 4, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2508

SUBJECT: Ratify and Readopt Motion “Authorize the Executive Director to Sign the DRPT Master Agreement”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt the motion “Authorize the Executive Director to Sign the DRPT Master Agreement the Executive Director to Sign the DRPT Master Agreement,” approved on July 2, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



RESOLUTION #2509

SUBJECT: Ratify and Readopt Resolution #2418 "Appointment of VRE Chief Executive Officer"

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2418 "Appointment of VRE Chief Executive Officer," dated September 3, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2510

SUBJECT: Ratify and Readopt Resolution #2420 “Approve I-66 Commuter Choice Initial Round Four (FY 2021) Program of Projects for Submission to CTB and Authorize Executive Director to Execute Standard Project Agreements”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2420 “Approve I-66 Commuter Choice Initial Round Four (FY2021) Program of Projects for Submission to CTB and Authorize Executive Director to Execute Standard Project Agreements,” dated October 1, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2511

SUBJECT: Ratify and Readopt Resolution #2424 “Approve Policy Changes Governing the Commuter Choice Program in Both Corridors, I-66 Inside the Beltway and I-395/95”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2424 “Approve Policy Changes Governing the Commuter Choice Program in Both Corridors, I-66 Inside the Beltway and I-395/95,” dated November 5, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2512

SUBJECT: Ratify and Readopt Resolution #2425 “Adopt the Technical Evaluation Process for the Commuter Choice on the I-395/95 Corridor Program and Authorize the Executive Director to Issue a Call for Projects for I-395/95 Corridor Round Two (FY 2022-FY 2023)”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2425 “Adopt the Technical Evaluation Process for the Commuter Choice on the I-395/95 Corridor Program and Authorize the Executive Director to Issue a Call for Projects for I-395/95 Corridor Round Two (FY 2022-FY 2023),” dated November 5, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2513

SUBJECT: Ratify and Readopt Resolution #2429 “Approve an Agreement with City of Manassas Park for Design, Construction, Operations and Maintenance of Parking Garage at VRE Manassas Park Station”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2429 “Approve an Agreement with City of Manassas Park for Design, Construction, Operations and Maintenance of Parking Garage at VRE Manassas Park Station,” dated December 3, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2514

SUBJECT: Ratify and Readopt Resolution #2430 “Authorize the VRE CEO to Execute an Agreement with the Virginia Passenger Rail Authority (VPRA), or Alternatively the Department of Rail and Public Transportation for Later Assignment to the VPRA, for Passenger Rail Operations and Access”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2430 “Authorize the VRE CEO to Execute an Agreement with the Virginia Passenger Rail Authority (VPRA), or Alternatively the Department of Rail and Public Transportation for Later Assignment to the VPRA, for Passenger Rail Operations and Access,” dated December 3, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2515

SUBJECT: Ratify and Readopt Resolution #2431 “Authorize the VRE CEO to Execute an Agreement with the Virginia Passenger Rail Authority (VPRA), or Alternatively the Department of Rail and Public Transportation for Later Assignment to the VPRA, for Passenger Rail Improvements and Funding”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2431 “Authorize the VRE CEO to Execute an Agreement with the Virginia Passenger Rail Authority (VPRA), or Alternatively the Department of Rail and Public Transportation for Later Assignment to the VPRA, for Passenger Rail Improvements and Funding,” dated December 3, 2020.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2516

SUBJECT: Ratify and Readopt Motion “Approve a Limited Waiver of the Conflict for McGuire Woods, LLP”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt the motion “Approve a Limited Waiver of the Conflict for McGuire Woods, LLP” approved January 7, 2021.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2517

SUBJECT: Ratify and Readopt Resolution #2443 “Approve the Third Amended and Restated Memorandum of Agreement to the MOA of the Transform 66: Inside the Beltway Project”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2443 “Approve the Third Amended and Restated Memorandum of Agreement to the MOA of the Transform 66: Inside the Beltway Project,” dated May 6, 2021.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2518

SUBJECT: Ratify and Readopt Resolution #2444 "Authorize the VRE CEO to Execute the Amended and Restated Operating/Access Agreement and the Master Lease Agreement with CSX Transportation"

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2444 "Authorize the VRE CEO to Execute the Amended and Restated Operating/Access Agreement and the Master Lease Agreement with CSX Transportation," dated May 6, 2021.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2519

SUBJECT: Ratify and Readopt Resolution #2445 “Appointment of VRE General Counsel and Chief Legal Officer”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2445 “Appointment of VRE General Counsel and Chief Legal Officer,” dated May 6, 2021.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2520

SUBJECT: Ratify and Readopt Resolution #2447 “Approve Commuter Choice in the I-395/95 Corridor Round Two Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute Standard Project Agreements”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2447 “Approve Commuter Choice in the I-395/95 Corridor Round Two Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute Standard Project Agreements,” dated June 3, 2021.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2521

SUBJECT: Ratify and Readopt Resolution #2450 “Authorize the VRE CEO to Execute a Contract with Alstom Transportation Inc. of New York, New York, for 21 New Passenger Railcars”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2450 “Authorize the VRE CEO to Execute a Contract with Alstom Transportation Inc. of New York, New York, for 21 New Passenger Railcars,” dated June 3, 2021.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

RESOLUTION #2522

SUBJECT: Ratify and Readopt Resolution #2451 “Authorize the VRE CEO to Enter into a Right-of-Way Easement Agreement with Rappahannock Electric Cooperative for LOU Facility Electric Service”

WHEREAS: The Northern Virginia Transportation Commission (NVTC) conducted all electronic meetings between May 1, 2020 and July 1, 2021;

WHEREAS: In light of a Virginia Supreme Court decision, actions approved by the Northern Virginia Transportation Commission during the above time frame may be subject to challenge on the grounds the actions were not permitted to be taken in an all-electronic meeting; and

WHEREAS: Without conceding the merits of any such challenge, NVTC has concluded that ratification and reapproval of some actions taken in all-electronic meetings during the above time frame should be ratified and readopted.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby ratify and readopt Resolution #2451 “Authorize the VRE CEO to Enter into a Right-of-Way Easement Agreement with Rappahannock Electric Cooperative for LOU Facility Electric Service,” dated June 3, 2021.

Approved this 2nd day of November 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Andrew D’huyvetter and Ronnetta Zack-Williams
DATE: October 26, 2023
SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

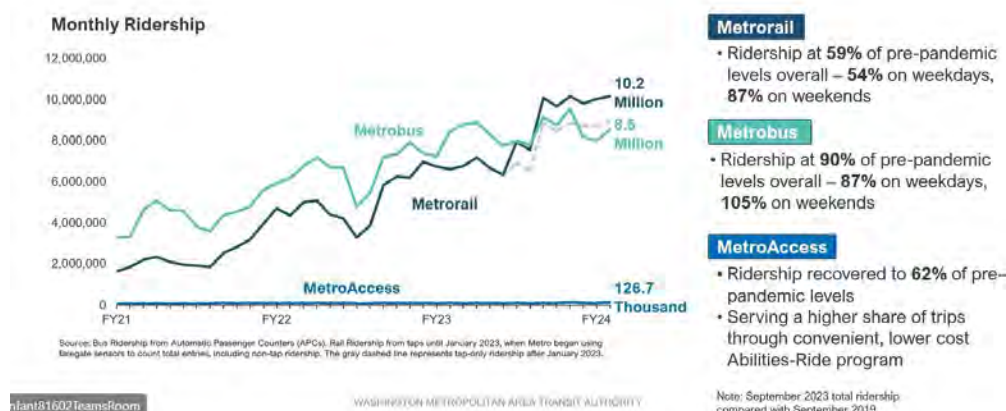
At the November meeting the Commission will receive a report from the Virginia WMATA Board members and receive a briefing from the NVTC WMATA Committee Chair on the October 19 Joint Legislative and Policy/NVTC WMATA Committee meeting.

A. Report from the Virginia WMATA Board Members

▪ Metro Financial Planning: FY 2025 Service, Fares and Capital Planning Update

On October 26, the Finance and Operations Committee received an update from staff on [Metro’s FY 2025 Future Financial Planning](#). The presentation covers potential fare changes, service impacts and capital budget considerations and provides several FY 2025 budget scenarios to illustrate tradeoffs as the WMATA Board continues to advance the budget conversation prior to the General Manager’s FY 2025 budget proposal in December. As WMATA is facing this looming operating budget deficit in FY 2025, ridership continues to grow on all modes (Figure 1). Metrorail ridership is 55% of pre-pandemic levels on weekdays and 89% on weekends. Metrobus ridership reached 87% of pre-pandemic levels on weekdays and 105% on weekends, while MetroAccess ridership recovered at 62% of pre pre-pandemic levels. Federal employees have been slower to return to the system; the total ridership of federal workers is 6% compared to 12% pre-pandemic. There are currently 92,000 fewer federal workers trips on an average weekday.

Figure 1: Growing Ridership



Courtesy of Metro
Source: Finance and Capital Committee Meeting – October 23, 2023

WMATA is beginning to plan for scenarios where no additional jurisdictional subsidies are available and for scenarios where some level of additional jurisdictional subsidies are available. In scenarios where no additional funding is available, then the level of service cuts required to balance the budget would potentially devastate the region and undo WMATA's ridership recovery. If there is additional funding available, WMATA has provided an option of 'targeted service reductions' that are estimated to save between \$25 -\$30 million dollars. Many categories of the 'targeted service reduction' options listed below have interdependencies and cannot all be implemented at the same time. These categories include:

Metrorail:

- Peak Span:
 - Limit peak service to 7-9am and 4-6pm
 - Limit peak service to 6-9am and 3-6pm
- Entrances
 - Reduce staffing at some stations or fully close 10 entrances or leave them unstaffed
- Headways:
 - Decrease Orange Line peak service to every 10 minutes
 - Decrease Orange Line off-peak service to every 12 minutes
 - Decrease Green and Yellow Line weekend service to every 8 minutes
- Train Length:
 - 100% 6-car trains on the Blue, Yellow and Silver Lines
- Hours of Operation
 - Close one-hour early on Friday and Saturday nights
- Service Patterns:
 - Red Line turnbacks – Silver Spring and Grosvenor (every other train)
 - Silver Line turnbacks – Stadium-Armory (all trains)
 - Silver Line turnbacks – Wiehle-Reston (every other train)
 - Blue Line turnbacks – Stadium-Armory (all trains)
 - Blue Line turnbacks – Arlington Cemetery (all trains)

Metrobus:

- Eliminate lowest productivity lines (17B, 17M, 17G, 17K, 2B, 22A, 22F, 28F, 11Y, 1C, 18G, 18J, 3F, 3Y, Z7, P18, 26A, W14, 18P, 8W)

Additionally, MetroAccess service policies surpass federal minimum requirements by providing trips to some customers traveling outside of the federally mandated ADA service area. Nearly 9.5% of total MetroAccess trips are estimated to be outside of the minimum required service area. Along with MetroAccess fares capped at \$4, these policies cost Metro about \$19.8 million.

Metro is also reviewing scenarios of fare increases on Metrorail and Metrobus. Metro staff provided illustrative examples of conceptual fare increases from anywhere between 5%-50% of the current fare structure (Figure 2). These scenarios also look at the ridership and revenue impact of these concepts. For example, a 12.5% increase would result in a base fare of \$2.25 on bus and rail, a rail \$2.25 flat fare on weekends and late nights, a rail maximum fare of \$6.75, and a MetroAccess fare cap of \$4.50. It would bring in approximately \$28.5 million while losing an estimated 11.6 million in annual ridership.

Figure 2: Potential Fare Increase Scenarios

FY2025 Fare Increase Concept	Bus/Rail Base Fare (incl. night/weekend)	Rail Max Fare	Ridership Impact (Million)	Revenue Impact (Million)	Change from estimated FY2025 Ridership	Change from estimated FY2025 Fare Revenue
FY2024 Structure Change	\$2.00	\$6.00				
5% Increase	\$2.10	\$6.30	-4.7	\$12.9	-2%	3%
10% Increase	\$2.20	\$6.60	-9.4	\$24.3	-4%	6%
12.5% Increase	\$2.25	\$6.75	-11.6	\$28.5	-5%	7%
25% Increase	\$2.50	\$7.50	-23.4	\$54.1	-10%	13%
37.5% Increase	\$2.75	\$8.25	-35.0	\$72.6	-16%	17%
50% Increase	\$3.00	\$9.00	-46.8	\$86.9	-21%	20%

Notes: All concepts apply a proportional increase to all fares at all periods, including rail late night and weekend flat fare, through the base/max fares and the mileage charge. The monthly pass multiplier remains 32 and price of other passes scale by increase percentage. MetroAccess fares remain twice the equivalent fixed route fare and the current \$4 fare cap would scale proportionally with any increase. Preliminary Title VI scans do not indicate a finding of potential disparate impact or disproportionate burden.

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

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Courtesy of Metro

Source: [Finance and Capital Committee Meeting – October 23, 2023](#)

WMATA is also reviewing two concepts in terms of parking. The first is a parking fare increase from anywhere between 5%-50% (Figure 3), which also looks at ridership and revenue impact. The second concept would adjust the parking rates based on current utilization. This would mean increasing rates at highly utilized stations, maintain rates at medium utilized stations and decreasing rates at low utilized stations.

Figure 3: Potential Parking Increase Scenarios

FY2025 Parking Rate Adjustment	Rail Ridership Impact (Million)	Rail+Park Revenue Impact (Million)	Change from estimated FY2025 Ridership	Change from estimated FY2025 Revenue
5% Increase	-0.0	\$0.7	-0.0%	0.3%
10% Increase	-0.1	\$1.2	-0.1%	0.5%
12.5% Increase	-0.1	\$1.5	-0.1%	0.7%
25% Increase	-0.1	\$3.1	-0.1%	1.3%
37.5% Increase	-0.2	\$4.5	-0.2%	2.0%
50% Increase	-0.3	\$5.9	-0.2%	2.6%

Courtesy of Metro

Source: [Finance and Capital Committee Meeting – October 23, 2023](#)

WMATA has provided five budget scenarios at various levels that include one-time savings/cost efficiencies, a FY 2024 revenue adjustment, preventive maintenance (PM) expense transfer options, fare increases, and service cuts (Figure 4). It is important to recognize that while it is a potential tool to close the operating gap, transferring additional PM expenses will bring the anticipated exhaustion year of dedicated capital funding bond capacity forward to FY 2028 or earlier instead of FY 2029. The five scenarios are:

- Scenario 1: includes one-time savings/cost efficiencies and FY 2024 revenue adjustment, which reduces the FY 2025 deficit forecast to \$650 million that would be covered by additional subsidy.
- Scenario 2: includes one-time savings/cost efficiencies, FY 2024 revenue adjustment and maximum PM transfer (\$285 million) which reduces the FY 2025 deficit forecast to \$365 million that would be covered by additional subsidy.
- Scenario 3: includes one-time savings/cost efficiencies, FY 2024 revenue adjustment, PM transfer (\$285 million), fare increases (\$25 million) and targeted service cuts (\$25 million) which reduces the FY 2025 deficit forecast to \$315 million that would be covered by additional subsidy.
- Scenario 4: includes one-time savings/cost efficiencies, FY 2024 revenue adjustment, maximum PM transfer (\$220 million), fare increases (\$25 million) and major service cuts (\$405 million) which reduces the FY 2025 deficit forecast to \$0. This scenario does not include any additional subsidy.
- Scenario 5: includes one-time savings/cost efficiencies, FY 2024 revenue adjustment, fare increases (\$25 million) and severe service cuts (\$625 million) which reduces the FY 2025 deficit forecast to \$0. This scenario does not include any additional subsidy.

Figure 4: FY 2025 Potential Scenarios

	Operating Budget: Illustrative Concepts				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
<i>\$ in Millions</i>	Standard PM No service cuts Most add'l Subsidy	Max PM No service cuts Some add'l Subsidy	Max PM Targeted service cuts Least add'l Subsidy	Max PM ^C Major (~33%) svc. cuts No add'l subsidy	Standard PM Severe (~60%) svc. cuts No add'l subsidy
FY2025 Deficit	\$750	\$750	\$750	\$750	\$750
One-Time Savings + Cost Efficiencies	- \$145	- \$145	- \$145	- \$145	- \$145
FY24 Revenue Adjustment ^A	+ \$45	+ \$45	+ \$45	+ \$45	+ \$45
Preventive Maintenance Transfer Options ^B	- \$0	- \$285	- \$285	- \$220	- \$0
Fare Increase ^D	- \$0	- \$0	- \$25	- \$25	- \$25
Service Cuts ^D	- \$0	- \$0	- \$25	- \$405	- \$625
Additional Subsidy to Balance Budget^E	\$650	\$365	\$315	\$0	\$0
Potential Inflation Reduction	- \$23	- \$23	- \$23	- \$23	- \$23
Potential Federal SmartBenefits Replacement	- \$50	- \$50	- \$50	- \$50	- \$50
	\$577	\$292	\$242	Service cut relief	
FTE Impact ^D	-	-	-175	-2,900	-4,700

A. \$45M Revenue Forecast Adjustment - includes \$65M average fare and trip adjustment (rev. decrease) offset by \$20M fare evasion recovery (rev. increase)

B. Additional PM transfer above \$60M annual base amount

Note: Totals may not sum due to independent rounding

C. Maximum PM transfer reduced due to cuts to eligible maintenance activity

D. 10 to 12.5% increase; does not include parking

E. Amount above annual 3 percent growth cap from FY2024-2025

Customer impacts would vary widely. The major and severe service cut scenarios (4 and 5) would require extensive reductions in rail and bus service, frequency and hours of operation, with the most severe impact resulting in a 60% cut in service (Figure 5). Fares would need to increase and MetroAccess service would be pared back to the minimum regulatory requirements.

Figure 5: FY 2025 Potential Scenarios – Customer Impacts

Operational Reduction: Illustrative Service Concepts					
	Scenario 1 Standard PM No service cuts Most add'l Subsidy	Scenario 2 Max PM No service cuts Some add'l Subsidy	Scenario 3 Max PM Targeted service cuts Least add'l Subsidy	Scenario 4 Max PM Major (~33%) service cuts No add'l subsidy	Scenario 5 Standard PM Severe (~60%) service cuts No add'l subsidy
Metro rail	124 trains 5 to 12 minutes Midnight or 1 am closing	124 trains 5 to 12 minutes Midnight or 1 am closing	112 to 120 trains Targeted service cuts Shorter peak periods Turnbacks Six-car trains	75 to 90 trains 10-15 min peak 20-30 min off-peak Early closing ~33% cut	50 to 60 trains 20-30 mins all day 9:30 PM closing ~60% cut
Metro bus	134 bus lines 21 lines: 12 min or better all day Systemwide: varies	134 bus lines 21 lines: 12 min or better all day Systemwide: varies	Cut 10 bus lines	Cut 50 bus lines Cut frequency on busy lines ~33% cut	Cut 80 to 95 bus lines 20 to 30 minutes 9:30 PM closing ~60% cut
MetroAccess	Full service	Full service	Full service	No service beyond regulatory requirements	No service beyond regulatory requirements
Fares	No fare increase	No fare increase	Higher fares	Higher fares	Higher fares

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Courtesy of Metro

[Source: Finance and Capital Committee Meeting – October 23, 2023](#)

Capital Investment and State of Good Repair Update

In 2018, the Commonwealth of Virginia, the State of Maryland and the District of Columbia worked together to commit \$500 million a year in dedicated funding for capital investments at Metro. This capital investment enabled WMATA to address the long-neglected state of good repair backlog and renew system assets by leveraging the funding stream through bonding. This allowed WMATA to more than double annual capital investments between FY 2015 and FY 2022. Since FY 2016, the overdue state of good repair needs has been reduced by 30% to date (Figure 6).

Figure 6: Overdue State of Good Repair Need (\$M) & Total Capital Investment

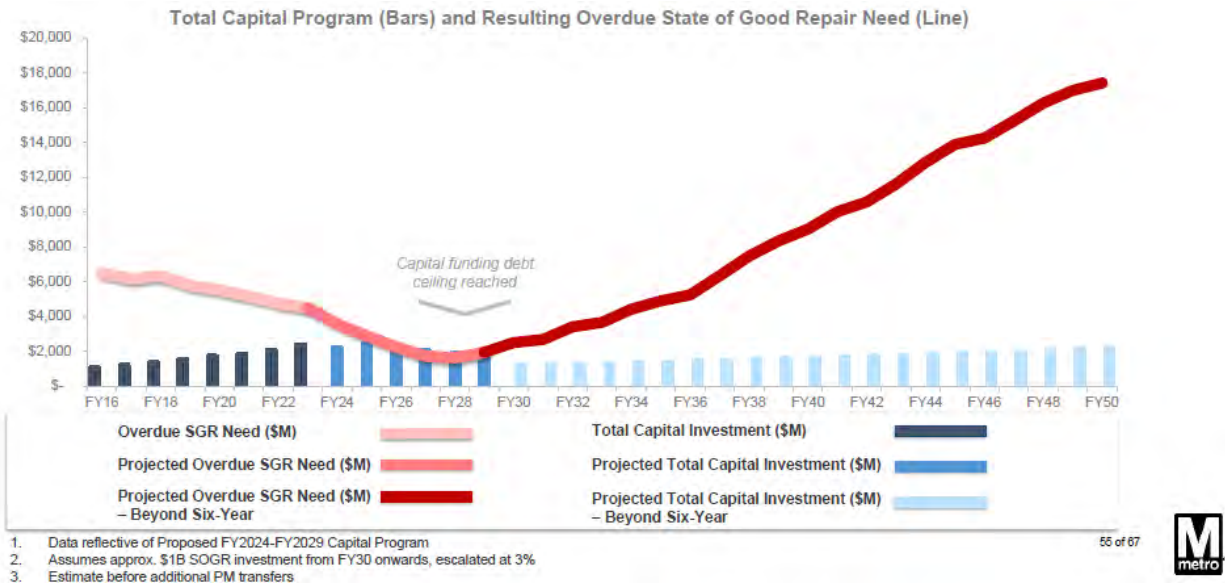


Courtesy of Metro

[Source: Finance and Capital Committee Meeting – October 23, 2023](#)

However, the estimated \$11 billion in capital funding projected for FY 2025-FY 2030 is less than the \$17 billion in total identified program needs. While the draft \$11 billion program addresses critical overdue needs, it results in a declining capacity for state of good repair and modernization investments, as dedicated funding debt capacity would be exhausted. Furthermore, increasing preventive maintenance transfers would erode dedicated funding faster and shift the point at which Metro reaches the capital debt ceiling earlier, from FY 2029 to FY 2028 or earlier (Figure 7). Additional dedicated capital funding will be needed to address ongoing system safety, renewal and modernization needs. The exhaustion of dedicated capital funding bond capacity without any additional funding will put pressure on the capital program and potentially put projects at risk. These could include the heavy rail and overhaul facility, 8000-series railcar purchase options, zero emission bus purchases and defer additional facility upgrades, development of the next generation signals upgrade, and the development of Blue/Orange/Silver study improvements.

Figure 7: Overdue State of Good Repair Need (\$M) & Total Capital Investment



Courtesy of Metro

Source: [Finance and Capital Committee Meeting – October 23, 2023](#)

▪ Update on September 29 Derailment

On October 12, the Safety and Operations Committee received an update from staff on the [September 2023 Derailment and 2000/3000 Series Railcars](#). On September 29, 2023, a Franconia-bound 7000-series train derailed shortly after departing Ronald Reagan Washington National Airport Metro Station. The investigation found that the derailment was caused by a friction disc (brake disc) detached from railcar 3069 on a proceeding train, which landed between the tracks outside of the airport Metro station on an aerial structure. WMATA responded to the incident according to protocol, notified oversight authorities, and immediately begin inspections of 2000-series and 3000-series fleet brake discs. All 2000- and 3000-series railcars were removed from service on September 30 to ensure safe operations. Track repairs and associated testing were completed on October 2, 2023, and normal scheduled service levels returned October 5, 2023. Moving forward WMATA has enhanced procedures by inspecting brake disc bolts on the entire fleet, implementing a new requirement to torque check using a wrench every periodic inspection (every 60 days) and will continue to visually inspect daily. WMATA is also looking to retire the 2000- and 3000-series railcars which have been in service since the 1980s.

▪ Metro Transit Police Department (MTPD) Public Safety Update

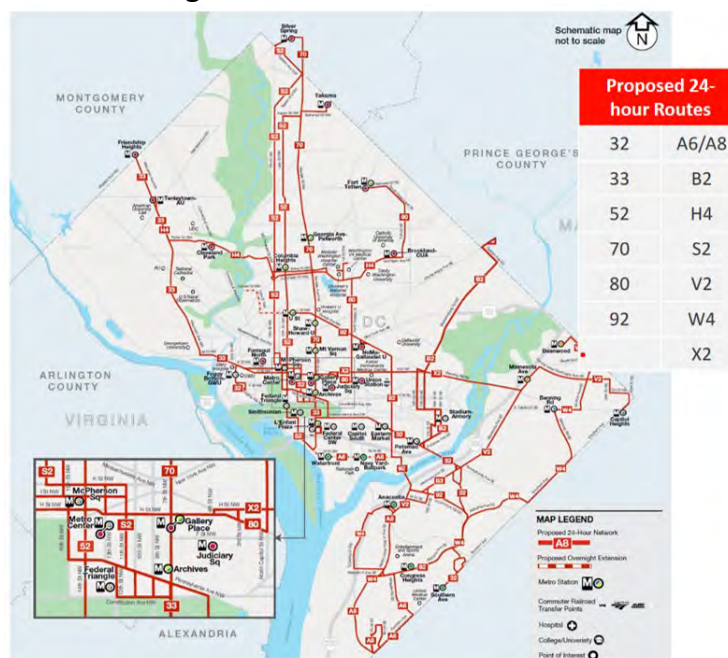
On October 12, the Safety and Operations Committee received a presentation from staff on the [Metro Transit Police Department's \(MTPD\) community policing and engagement efforts](#). MTPD has implemented specific crime-reduction strategies to address crime and disorder within the Metro system which include increased police visibility, enforcement activities, enhanced community relations programs and the continued Problem-Oriented Policing approach to address crime and public safety. MTPD's public safety initiatives include the deployment of crisis

intervention specialists, weekly outreach events across the service area, and work with community partners to deliver youth programs. It also includes agreements with local law enforcement to increase visibility of police officers and cameras which have been issued to 327 Officers and Special Operations Officers to de-escalate confrontational situations between Metro patrons and officers. Between 2022 and year-to-date 2023, general enforcement (warnings, summonses/citations, arrests) and fare enforcement are up 274% and 1,208%, respectively. There has also been a 65% increase in firearms seized during this period. Increased enforcement has led to a 6% decrease in Part 1 felony and Part II misdemeanor crimes.

- Overnight Metrobus Service

On October 12, the Safety and Operations Committee received a presentation from staff on [Overnight Metrobus Service](#). The overnight Metrobus service is an initiative between WMATA and the District of Columbia that would begin on December 17, 2023, after certain WMATA Board approvals. The agreement establishes the terms and conditions for providing service around funding requirements, timing of efforts, and assignment of risk. It also includes service, startup, security, and communication and outreach expenses. There are currently efforts underway to ensure proper staffing for overnight service which will include Bus Operators, Bus Garage Mechanics and Garage Fleet Servicers, Bus Communications Specialists, Bus Operations Managers, Transit Field Supervisors and Transit Police Officers. This service will be funded solely by the District of Columbia. WMATA will enter into a reimbursable project agreement with the District of Columbia and amend the FY 2024 operating budget. The service plan would operate 24-hour service on 13 lines in the frequent service network (Figure 8). These routes will run every 12 minutes from 7AM to 9PM and every 20 minutes from 9:00 p.m. to 7:00 a.m. Many of these routes already operate between 20 - 23 hours daily. This service is anticipated to greatly benefit late-night workers and businesses.

Figure 8: 24-Hour Service Routes



Map Courtesy of Metro

[Source: Safety and Operations Committee Meeting – October 12, 2023](#)

B. Report from the Chair of the NVTC WMATA Committee

A [Joint Legislative and Policy/NVTC WMATA Committee](#) meeting was held on October 19 and the Committees received an update from the Virginia WMATA Board members on planning considerations around WMATA's FY 2025 Budget and from NVTC staff on NVTC's Metro Operating Funding and Reform Working Group.

▪ 2023 Annual Report on the Performance and Condition of WMATA

Recommendations from the Metro Operating Funding and Reform Working Group

NVTC staff presented the key recommendations of NVTC's Metro Operating Funding and Reform Working Group to be included in the 2023 Annual Report on the Performance and Condition of WMATA. As a reminder, the Working Group was comprised of staff from the NVTC jurisdictions and the Virginia Department of Rail and Public Transportation. The recommendations have been organized into five categories:

- Structural Cost Growth
 - Manage labor cost escalation through reforms to pension and OPEB that are in alignment with national averages.
 - Short-term: Seek administrative or legislative opportunities to permit WMATA to re-baseline its annual operating subsidy in FY 2025 to Virginia to reflect the impact of COVID-19 pandemic on the transit system without financially penalizing NVTC localities.
 - Long-term: Establish a revised Virginia and Maryland legislative operating assistance growth cap to reflect a new operating funding structure and to restore accountability to Metro's operating subsidy allocation process, which helps address the unintended consequences of the cap while maintaining it as a tool to contain subsidy escalation.
 - Communicate the results of an efficiency and accountability program to assess opportunities to drive cost efficiencies, reduce administrative costs, quantify the results, implement change, and provide annual updates to the WMATA Board.
 - Continue to increase non-fare revenues by expanding revenue streams from advertising, joint development, and parking and explore leveraging the value of Metro's physical and data infrastructure.
- Operational and Financial Accountability
 - Improve farebox recovery by raising the base fare for Metrorail and Metrobus.
 - Ensure uniform reporting on the uses of any new dedicated funding.
 - Redesign the Metrobus network, through the Better Bus Network Redesign, to find efficiencies and cost savings.
 - Continue to enhance the physical safety and security of customers.
 - Working through the Better Bus Network Redesign, update the way Metro allocates Metrobus subsidies to better reflect the level of service provided in each jurisdiction.
 - Enforce fare payment uniformly across the system and mitigate and report on the occurrence and fiscal impacts of fare evasion.

- Oversight
 - Any additional oversight responsibilities or tasks should be assigned to existing agencies or bodies, starting with the WMATA Board of Directors who are the governing body for Metro.
 - Formalize an audit committee in the WMATA Board Bylaws, coordinate jurisdictional audits, and audit the jurisdictional operating subsidy calculation process and fare buy down agreements to ensure that Metro is following proper protocols and procedures with jurisdictional funding.
- Structural Funding Deficit
 - Secure one or more sustainable and reliable sources of dedicated revenues to support transit operators in the Northern Virginia Transportation District, including Metro.
 - Restore the federal employee presence in the Metro system by returning federal government workers to the office and securing a replacement for the region's losses in fares from riders using federal transit benefits.
- Capital and Other
 - Secure one or more sustainable, reliable, and bondable sources of dedicated revenues to support additional dedicated capital funding.
 - Depending on what Metro, the region and the General Assembly accomplish in 2024, NVTC should be prepared to continue the Working Group process in the next few years. Some of the topics may include (but not limited to): continuing to develop permanent operating and/or capital funding solutions, recommending operating reporting requirements, advancing audit concepts, refining revenue structure recommendations and developing long-term recommendations for the legislative 3% operating cap.

For many of the recommendations, WMATA has active and ongoing efforts or processes underway to advance the recommendations. NVTC will share recent accomplishments or efforts on these recommendations in the annual report where appropriate. Many of the recommendations, especially around funding and cost growth, are outside of WMATA's control and rely on coordinated efforts by other stakeholders. The recommendations are intended to be a framework for NVTC, the Commonwealth and regional discussions on WMATA. NVTC staff are engaging with the Metropolitan Washington Council of Governments (MWCOC) and other regional partners on recommendations that have regional significance. Developing long-term solutions for WMATA will take coordinated action between the WMATA, the region, NVTC and its local jurisdictions, and the Commonwealth. A key theme that has emerged from the recommendations is ***predictability***:

- Funding jurisdictions want predictability in their subsidies.
- WMATA wants predictability in its short and long-term funding.
- Riders want predictability in their rail, bus and paratransit service.

NVTC staff are exploring how the working group process and/or consultant support can continue in 2024 to address emerging topics.

Potential Revenue Sources and Estimates

The working group developed a menu of 10 potential revenue sources that the Commission and General Assembly could consider in future conversations about long-term, sustainable funding for WMATA and transit providers in Northern Virginia. The 10 revenue options are:

- Retail Sales and Use Tax
- Transient Occupancy Tax
- Grantor's Tax
- Regional Motor Vehicle Fuels Tax
- Motor Vehicle Sales Tax
- Vehicle Registration Fee
- Driver's License Fee
- TNC Sales Tax
- Parking Sales Tax
- Auto Repair Labor Tax

A detailed description of the methodology to determine the menu of revenue options and how revenue estimates were generated will be documented in a "Working Group Technical Report" which will be posted to the NVTC website in December.

Timeline for Annual Report and Working Group Technical Report

- **December 7:** Commission approval of the 2023 Annual Report on the Performance and Condition of WMATA
- **December 15:** Deadline to submit 2023 Annual Report to the Governor and General Assembly
- **End of December:** Post Working Group Technical Report to NVTC Website

Working Group Background

The purpose of the working group is to examine the structural funding challenges at Metro, identify opportunities for better transparency and oversight of Metro, and examine potential funding sources for future consideration as Virginia as the region tackles Metro's long-standing need for dedicated operating funding.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice and Genoveva Cutrell
DATE: October 26, 2023
SUBJECT: Report from the Chair of the Legislative and Policy Committee

At the November meeting, the Legislative and Policy Committee Chair Canek Aguirre will brief the Commission on the October 19 joint meeting of the Legislative and Policy Committee and the WMATA Committee and the proposed NVTC 2024 Legislative and Policy Agenda. Commonwealth Transportation Board Member Mary Hynes has been invited to discuss SMART SCALE followed by requested action by the Commission to submit comments regarding proposed changes to SMART SCALE. There will also be an update on the December 1 Joint Legislative and Policy Forum.

A. Proposed NVTC 2024 Legislative and Policy Agenda

NVTC staff have been working closely with the Legislative and Policy Committee to prepare the proposed NVTC 2024 Legislative and Policy Agenda. State and Federal Priorities in 2024 include:

State

- Advocate for long-term, sustainable, dedicated funding to ensure WMATA, VRE and all Northern Virginia transit systems meet the growing needs of public transit in our region.
- Seek administrative or legislative opportunities to permit WMATA to re-baseline its annual operating subsidy in FY 2025 to Virginia to reflect the impact of COVID-19 pandemic on the transit system without financially penalizing NVTC localities.*
- Protect state funding of public transit in Northern Virginia and ensure sustainable growth in the Commonwealth Transportation Fund.
- Protect existing NVTC autonomy, programs and funding sources.
- Continue support for state investment in Transforming Rail in Virginia and other passenger rail initiatives.
- Preserve transit's ability to effectively compete within the Smart Scale program.*
- Restore full revenue levels to the Northern Virginia Transportation Authority.
- Support funding for development and implementation of transit innovations including transit signal priority, zero and low-emission public transit, and fare payment technologies.

*New for 2024

Federal

- Maximize the region's access to federal transportation funding programs and competitive grant opportunities.
- Recognizing the importance of public transit in accessing federal agencies and facilities, identify and secure federal long-term capital and operating funding opportunities that benefit our local transit systems, including WMATA and VRE.*
- Encourage federal return-to-office policies that encourage transit use throughout the work week.
- Continue support for commuter tax benefits for both the private and public sector.

*New for 2024

B. ACTION: Authorize the Chair to Submit Comments Regarding Proposed Changes to SMART SCALE

The Commission will be asked to authorize the chair to submit [comments regarding proposed changes to SMART SCALE](#) to the Commonwealth Transportation Board (CTB) and the Office of Intermodal Planning and Investment (OIPI). CTB Board Member Mary Hynes will present an overview of the proposed changes to SMART SCALE and the concerns about the changes.

At the [October 17 Commonwealth Transportation Board \(CTB\) meeting](#), the Office of Intermodal Planning and Investment (OIPI) proposed changes to the Commonwealth's SMART SCALE funding program. SMART SCALE is a competitive program that provides funding for multimodal transportation projects and has been used to fund many multimodal projects in Northern Virginia. OIPI is accepting comments on the proposed changes ahead of the next scheduled CTB meeting in December.

The [Virginia Transit Association](#) also submitted a letter to the CTB regarding the proposed changes.

C. Annual Joint NVTC-PRTC-VRE Legislative Forum

The annual Joint NVTC-PRTC-VRE Legislative Forum will take place on Friday, December 1 at 8:30 a.m. at the George Mason University Schar School in Arlington (3351 Fairfax Drive Arlington, VA). Please note the new location and date. The event will highlight the priorities and outlook for federal and state public transportation issues to Northern Virginia elected officials, members of the business community, environmental and transit stakeholders, and others working in public transportation in the region. This year's event will spotlight the import role transit plays in the National Capital Region to keeping people moving and the economy growing and how the confluence of enterprise and transit inform our public transportation priorities at the state and federal levels.

Confirmed speakers include NVTC Chair Dalia Palchik, PRTC Chair Victor Angry, NVTC Executive Director Kate Mattice, WMATA General Manager/CEO Randy Clarke, VRE Chief Executive Officer Rich Dalton, PRTC Executive Director Bob Schneider and DRPT Director Jennifer DeBruhl. Tysons Community Alliance CEO Katie Cristol will moderate the event. The keynote speaker will be Kathy Hollinger, President of the Greater Washington Partnership.

NVTC, PRTC AND VRE PRESENT:

ANNUAL LEGISLATIVE FORUM

Join transit leaders and special guests for an in-person overview of federal and state issues affecting transit in Northern Virginia.

Featuring Our Transit Leader Panel:

RSVP

— Today —



8:30 - 11 a.m.
Friday, December 1, 2023

 **New Location!**

George Mason University
Schar School/Van Metre Hall
Multipurpose Room 125/126
3351 Fairfax Drive
Arlington, VA 22201



Katie Cristol, CEO, Tysons Community Alliance, Randy Clarke, GM/CEO, Metro, Rich Dalton, CEO, Virginia Railway Express, Kate Mattice, Executive Director, Northern Virginia Transportation Commission, Bob Schneider, Executive Director, OmniRide



★ Moderated by:
Katie Cristol



Randy Clarke



Rich Dalton



Kate Mattice



Bob Schneider



Chair
Hon. Dalia A. Palchik

Vice-Chair
Hon. Matt de Ferranti

Secretary-Treasurer
Hon. David F. Snyder

City of Alexandria
Hon. Canek Aguirre
Hon. Sarah Bagley

Arlington County
Hon. Matt de Ferranti
Hon. Libby Garvey
Hon. Takis Karantonis

Fairfax County
Hon. Walter L. Alcorn
Hon. John Foust
Hon. Jeffrey C. McKay
Hon. Dalia A. Palchik
Hon. James R. Walkinshaw

City of Fairfax
Hon. Catherine Read

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Matthew Letourneau
Hon. Michael R. Turner

Commonwealth of Virginia
Hon. Paul C. Smedberg

Virginia General Assembly

Senate
Hon. John J. Bell
Hon. Adam Ebbin

House of Delegates
Aimee S. Gilroy
Joseph Kornhoff
M. David Skiles
John C. Tuck III

Executive Director
Katherine A. Mattice

November XX, 2024
--DRAFT--

The Honorable Sheppard Miller III
Secretary of Transportation and
Chair, Commonwealth Transportation Board
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219

SMART SCALE Process Review Team
Office of Intermodal Planning and Investment
SmartPortal@CTB.Virginia.gov

Dear Secretary Miller and SMART SCALE Process Review Team,

Thank you for the opportunity to provide comments on the SMART SCALE review process. We applaud the Commonwealth Transportation Board's (CTB) and Office of Intermodal Planning and Investment's (OIPI) time and effort to develop policy refinements that will lead to improved program outcomes. SMART SCALE has played a critical role in funding multimodal projects that enhance mobility across Northern Virginia and we believe it is a best-in-class program in implementing data-driven transportation solutions.

In Northern Virginia, we have a robust roadway network of highways, managed lanes and arterials that for decades has been plagued by some of the highest levels of congestion in the Commonwealth. At NVTC, we recognize public transportation solutions offer the best way to avoid chronic congestion and maintain a thriving economy. As the current SMART SCALE scoring process awards proposals that reduce congestion, increase accessibility and enhance safety, it's no surprise transit projects have scored so well not only in Northern Virginia but across the Commonwealth. We urge the CTB to continue to emphasize the importance of public transit within the SMART SCALE scoring process by applying reasonable weighting to the factors that incentivize public transit: congestion reduction, land use and accessibility.

Specifically, we recommend the following factor weights for Typology A, in addition to several factor-specific recommendations:

- **Safety – 20**
- **Congestion Mitigation – 40**
 - Recommend two measures for congestion instead of only looking at future congestion: 50% for present-day congestion and 50% for 10 years in the future.
- **Accessibility – 25**
 - Recommend adjusting Accessibility measure weights to **A.1 – 40%, A.2 – 20% and A.3 – 40%**
- **Environmental Quality – 10**
- **Economic Development – 5**
 - The measures for Economic Development should focus on sustaining and supporting growing and already-established businesses.

There are significant transportation needs in our region. We recommend the CTB consider keeping the number of eligible applications per applicant the same, as reducing the number of applications would not in itself guarantee better quality applications. OIPI should simplify application materials and rely on project readiness assessments as determined by respective VDOT District staff.

Regarding project scope and funding program eligibility, we encourage the CTB to explicitly allow corridor redevelopment solutions that collectively move more people, enhance safety and streamline operations across various transportation modes. We've seen corridor redevelopment and operational improvements create greater outcomes in Northern Virginia than piecemealing smaller project concepts together over time. Chief among the corridor-based project types we believe are most worthy of limited transportation funding resources is bus rapid transit, or BRT. We ask that the CTB list BRT (as defined in 49 USC 5302 (8)) as a qualifying project type under the new High Priority Projects Program (HPP) definition as on-the-ground realities in Northern Virginia make it such that many BRT concepts will often operate in mixed traffic and may not always require dedicated right-of-way. We also suggest including innovative intersections, transportation demand management strategies, signals and access management explicitly as tools within corridor redevelopment and eligible for the HPP.

We understand SMART SCALE policy will continue to change over time, but we encourage the CTB to consider the impacts of a substantial policy overhaul in what has been an overwhelmingly successful, award-winning program. Thank you again for the opportunity to submit comments as you endeavor to improve SMART SCALE program policy and processes.

Best regards,

Dalia Palchik
NVTC Chair

CC: CTB Members
Carol Mathis



1108 East Main St., Suite 1108
Richmond, VA 23219
Phone: (804) 643-1166 | Fax: (804) 643-1155
VATransit.com

October 23, 2023

Office of Intermodal Planning and Investment
SMART SCALE Process Review Team
SmartPortal@CTB.Virginia.gov

Re: 2023 SMART SCALE review update

Dear SMART SCALE Process Review Team:

On behalf of the Virginia Transit Association (VTA), thank you for the opportunity to submit comments regarding the 2023 SMART SCALE review and proposed policy changes.

While we appreciate the need to continue to refine the SMART SCALE process after every round to ensure that the multi-modal transportation investments made on behalf of the taxpayers of the Commonwealth are wisely spent; our overarching view is that the staff recommended changes would move us away from the much needed diversification of our transportation network in favor of a more roadway-centric investment strategy. We have several concerns about the staff recommended scenario and its impact on the submission of future public transportation SMART SCALE applications and the ability of those applications to secure funding.

During the first five rounds of SMART SCALE only **5.3 percent** of the 774 funded projects were public transit principal improvement projects, however those projects had an **average benefit score of 21.06** compared to the average benefit score of 6.75 for all 774 funded SMART SCALE projects. Nevertheless, the staff recommended scenario currently under review would have eliminated all 12 of the public transportation funded principal (2) or secondary (10) improvement projects funded in Round 5 while the recommended changes would have only added one transit secondary improvement project not previously funded.

The substantial modifications to transit funding eligibility in SMART SCALE mainly comes from three of the staff recommended changes:

1. Adjusting the High Priority Project (HPP) definition for eligible projects to focus on "New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity/ Fixed Guideway Transit, Transit Transfer Stations, and New Bridges".

This recommendation would have eliminated 6 of the 12 principal or secondary Round 5 funded public transit projects.

2. Modifying the 'Land Use' scoring metric which is anticipated to be added as a multiplier to the other factor areas for SMART SCALE scoring. Public transportation previously scored very well in the 'Land Use' scoring metric because public transit and related transit-oriented-development helps to reduce congestion, lower greenhouse gas emissions, and improve accessibility.

This recommendation would have eliminated 5 of the 12 principal or secondary Round 5 funded public transit projects.

3. Reducing the number of Smart Scale applications that an entity (locality, MPO, PDC, and transit agency) can submit but adding a third population category for localities between

100,000 and 200,000 citizens and MPO, PDC, and Transit Agencies with a service population of 250,000 to 500,000. The fewer applications that a locality, MPO, or PDC can submit, the less likely it is that they will submit a SMART SCALE funding request for a transit-related project. Over the first five rounds of SMART SCALE, the program has barely averaged 410 out of the 1,120 potential maximum applications.

We would like to offer the following recommendations to amend the staff recommended SMART SCALE changes:

- Amend the proposed High Priority Project (HPP) definition to offer greater flexibility for potential transit investments. Our suggested change "*New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity/ Fixed Guideway Transit (as defined in 49 USC 5302 (8), Transit ~~Transfer~~ Stations and Facilities, and New Bridges*"
- We do not think that Land Use should be eliminated as a separate factor. However, if Land Use is eliminated as a separate factor, at a minimum 10 points should be given to projects that only score Land Use points as long as they score at least a 50 on Land Use to allow them to be considered for funding.
- We support the addition of a third population category, but believe that instead of reducing the number of applications that eligible entities may submit to the SMART SCALE program, we would like to see up-to 0.5 percent of the High Priority Projects and District Grant Program funding be dedicated to the Office of Intermodal Planning and Investment (OIPI) to hire additional staff to better accommodate the maximum number of SMART SCALE application submission levels.

Increasing the number of staff available to manage the SMART SCALE workload has a secondary benefit of increasing the level of staff assistance that a smaller locality or transit agency may receive as they navigate the SMART SCALE application process.

Furthermore, the best way to get the best projects funded is by first getting the best applications submitted. Further reducing the already anemic application participation levels will only result in good projects not being submitted.

Lastly, we would like to offer our support for the Board offered recommendation that the "economic development" factor should support and sustain already growing in-place Virginia companies.

Thank you once again for allowing us to submit our comments and recommendations. If I may be of any assistance, please don't hesitate to reach out.

Regards,



Danny Plougher
Executive Director
Virginia Transit Association
Danny@VATransit.com

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: October 26, 2023
SUBJECT: Virginia Railway Express (VRE)

At the November meeting, The Commission will be briefed by VRE staff on recent VRE activities and the draft VRE 2024 Legislative Agenda. There are no VRE action items this month.

A. VRE CEO Report and Minutes

VRE Chief Executive Officer Rich Dalton will provide his report on recent VRE activities. The [VRE CEO Report for October 2023](#) and the [Minutes of the October 20, 2023 VRE Operations Board meeting](#) are attached.

B. Proposed VRE 2024 Legislative Agenda

Prior to the start of the Virginia General Assembly Session in Richmond, the VRE Operations Board formulates and recommends to the Commissions its priorities to better communicate and influence the actions of the Governor's Administration and the General Assembly. The [proposed VRE Legislative Agenda](#) will serve as guidance for staff and the contracted legislation liaisons during the legislative session. In addition, the Legislative Agenda includes federal legislative and regulatory issues that are relevant to transit and commuter rail in the U.S., and VRE specifically.

The VRE Operations Board will consider the Legislative Agenda at its November 2023 meeting. Both NVTC and PRTC are scheduled to act to approve VRE's 2024 Legislative Agenda at their December meetings.

CEO REPORT

OCTOBER 2023



OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



CEO REPORT | OCTOBER 2023

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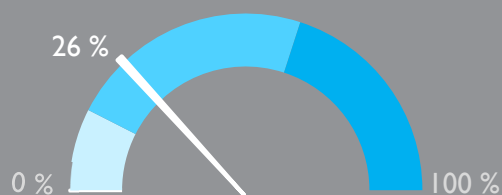
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VIRGINIA RAILWAY EXPRESS
A better way. A better life.

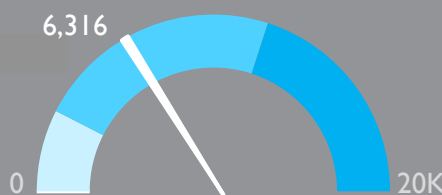


PERFORMANCE AT A GLANCE



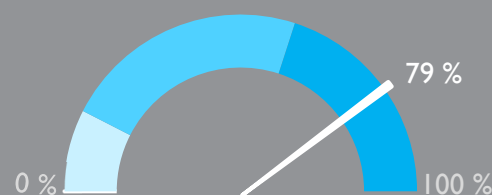
PARKING UTILIZATION

The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



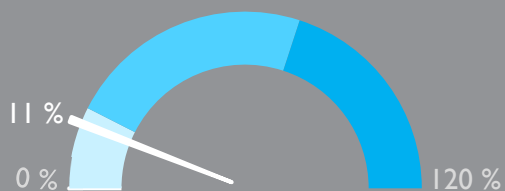
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 6,776



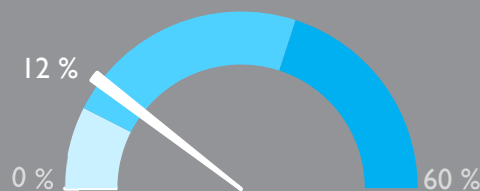
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 82%



SYSTEM CAPACITY

The percentage of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

Through August 2023

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.

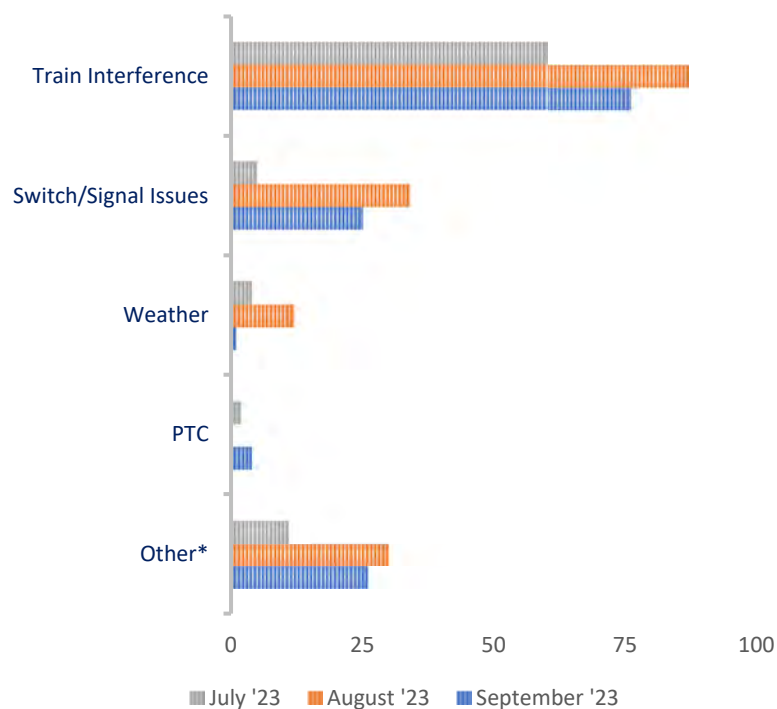
September 2023

ON-TIME PERFORMANCE

OUR RECORD

	September 2023	August 2023	September 2022
Manassas Line	78%	72%	78%
Fredericksburg Line	80%	85%	85%
Systemwide	79%	78%	82%

PRIMARY REASON FOR DELAY



VRE operated 636 trains in September. The on-time rate for the month was 79 percent.

One hundred thirty-two trains arrived more than 5 minutes late to their final destinations. Of those late trains, 72 were on the Manassas Line (55 percent), and 60 were on the Fredericksburg Line (45 percent). The average delay was 16 minutes. Fourteen trains were more than 30 minutes late to their destination station.

*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	July	Aug.	Sept.	July	Aug.	Sept.	July	Aug.	Sept.
Total late trains	163	156	132	73	57	63	90	99	69
Average minutes late	19	24	16	19	18	16	20	27	15
Number over 30 minutes	27	33	15	11	10	7	16	28	8
Heat restrictions	12	4	5	12	4	5	0	0	2

ON-TIME PERFORMANCE

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



AVERAGE DAILY RIDERSHIP

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



RIDERSHIP UPDATES

Average daily ridership for the month was 6,316.
There were 20 full-service days.

	September 2023	August 2023	September 2022
Monthly Ridership	126,328	146,686	142,096
Average Daily Ridership	6,316	6,378	6,776
Bicycles on Trains	1,471	1,706	1,022
Full Service Days	20	23	21
"S" Service Days	0	0	0

SUMMONSES ISSUED

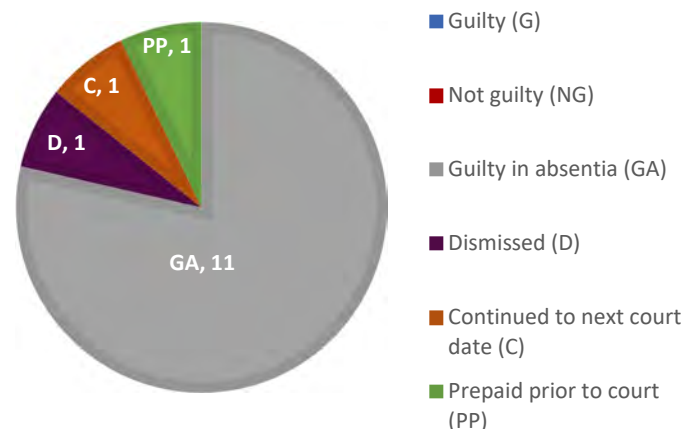
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

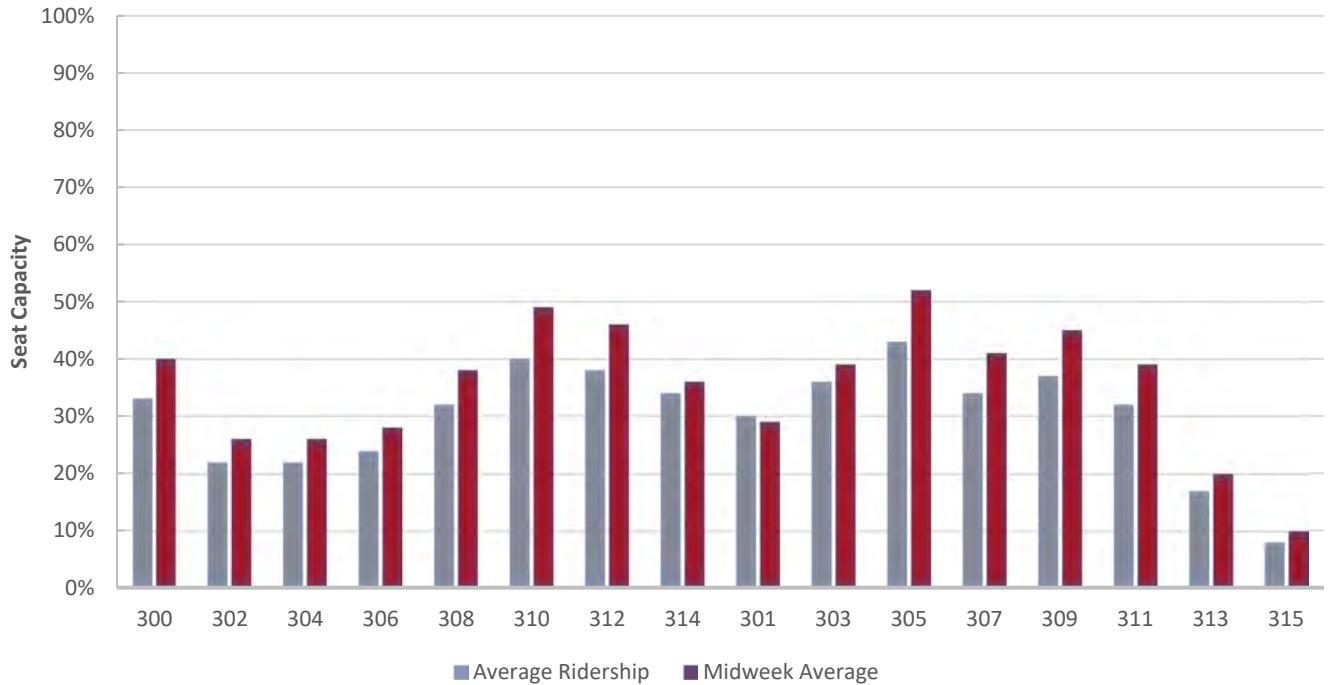
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	1
One-time courtesy	5
Per the request of the conductor	8
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	1
Total Waived	15

MONTHLY SUMMONSES COURT ACTION

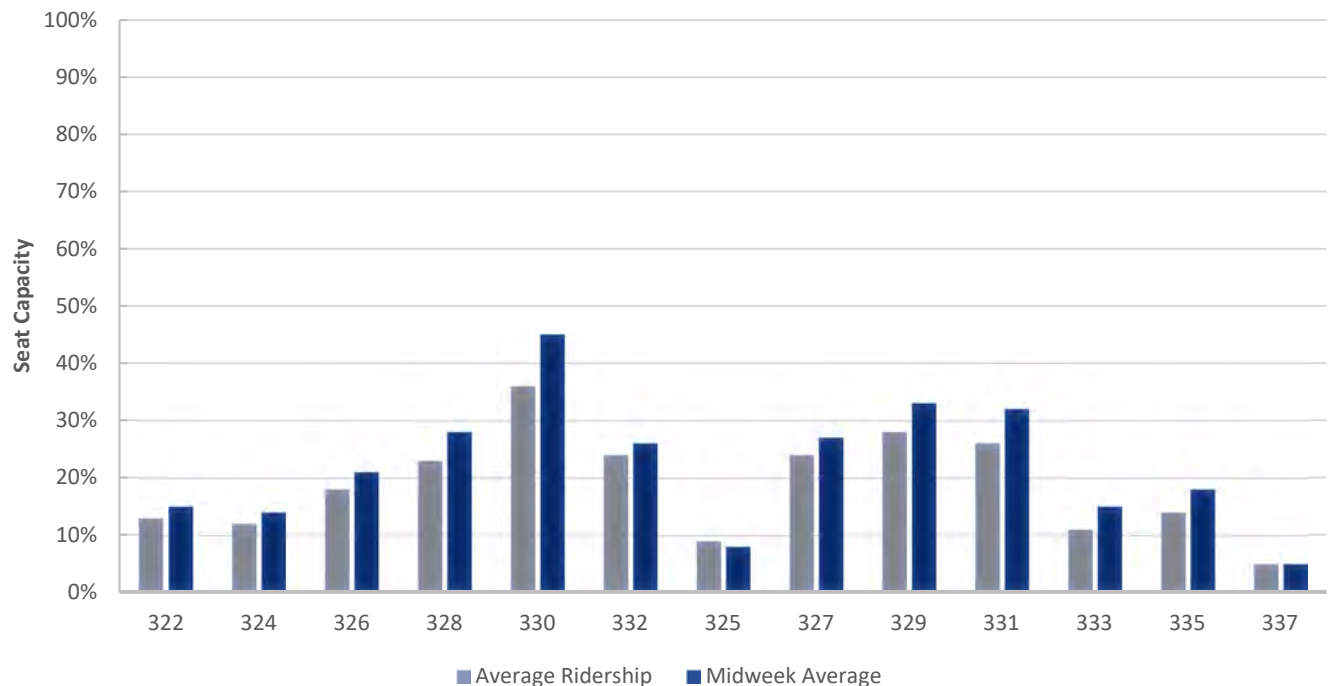


TRAIN UTILIZATION

FREDERICKSBURG LINE

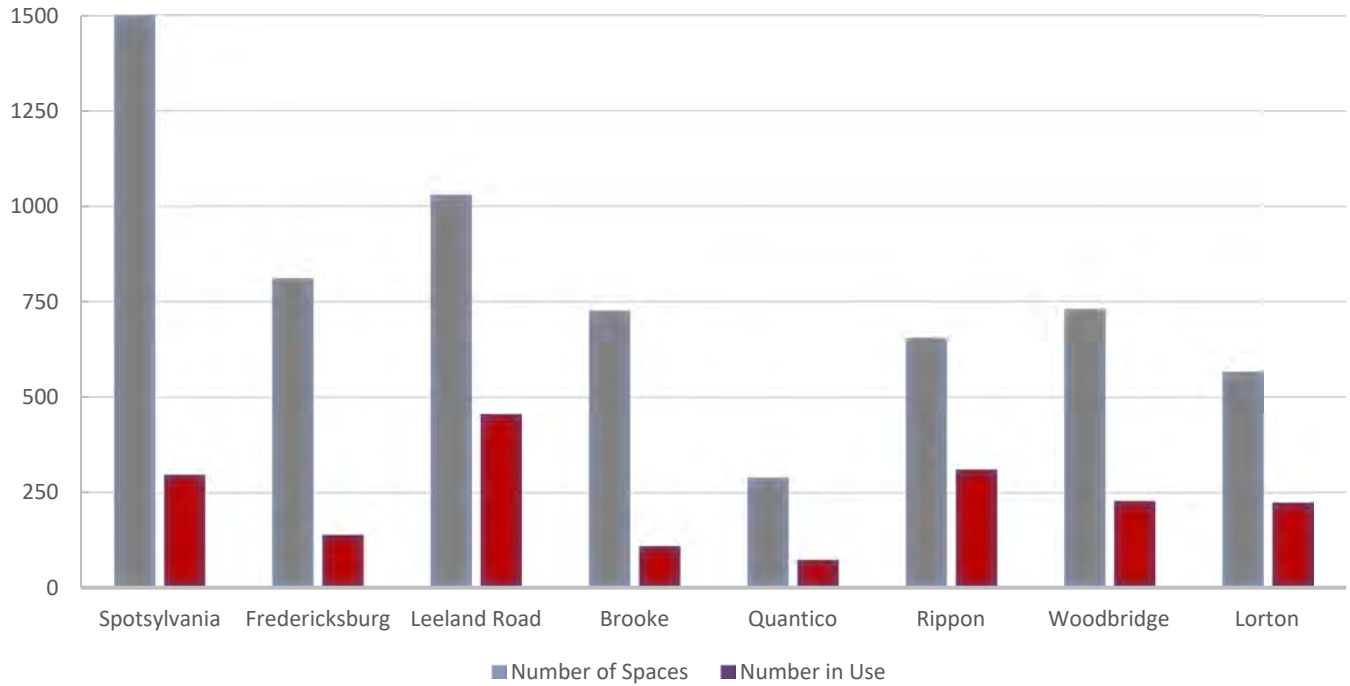


MANASSAS LINE

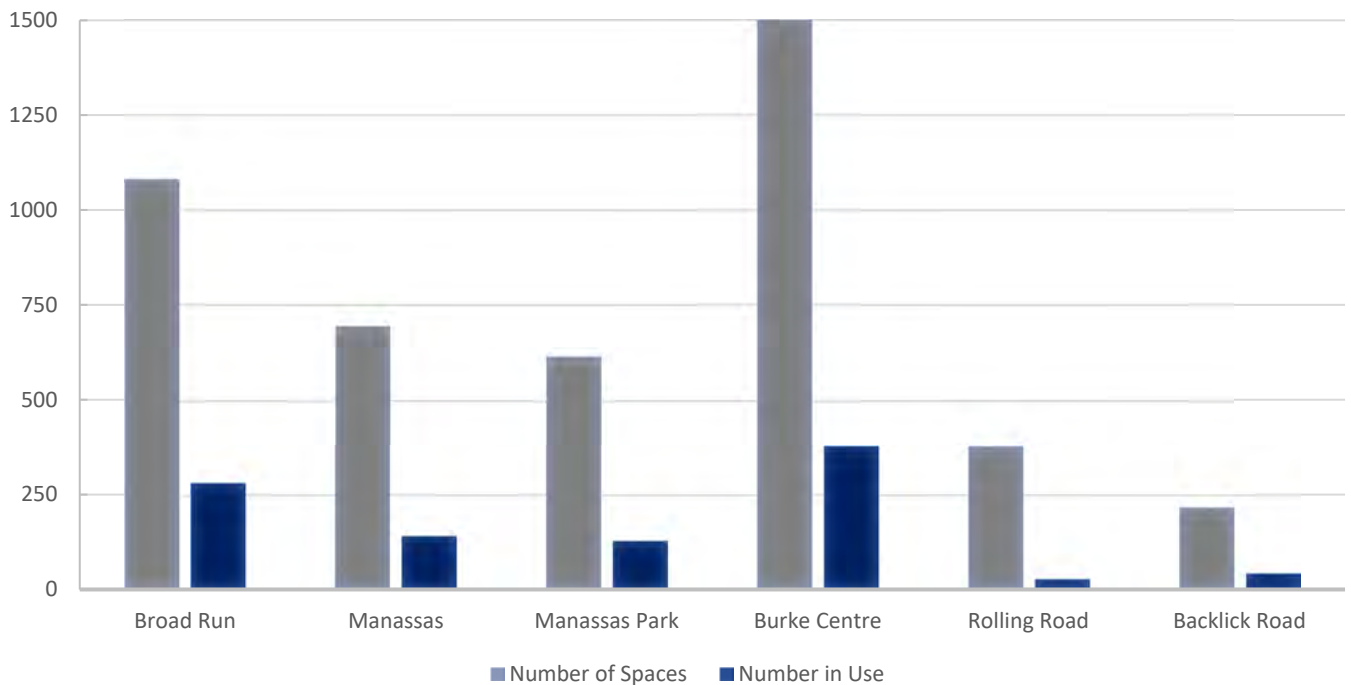


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Sealcoating and restriping of lower parking lot at Brooke station
2. Repairs to concrete drainage inlets at Brooke station



Restriping of parking lot in progress

Projects scheduled to be completed this quarter:

1. Replacement of existing lighting with LED lighting on west platform at Woodbridge station
2. Installation of bird control netting at Rolling Road station
3. Replacement of electrical cabinet at Rolling Road station
4. Minor structural concrete repairs at Woodbridge station parking garage
5. Replacement of elevator machine room HVAC unit at Rippon station
6. Repairs to steel railings at Brooke station
7. Replacement/installation of pathfinder signage for Franconia-Springfield, Lorton, Woodbridge, Rippon, Quantico, Backlick Road, Rolling Road, Burke Centre, Manassas Park, Manassas and Broad Run stations
8. Installation of 988 Suicide & Crisis Lifeline signage on station inter-track fences, pending availability of CSX protection
9. Installation of No Trespassing signage at Rippon, Spotsylvania and Broad Run station parking lots
10. Sealcoating and restriping of parking lots at Brooke and Broad Run stations
11. Installation of electric meter for two-way radio antenna system in Old Town Alexandria



Restriping of parking lot completed

Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete platform at Alexandria station
2. Replacement of lighting inverter on west platform at Woodbridge station
3. Replacement of LED lighting at Woodbridge station parking garage
4. Replacement of windscreen plexiglass panels at Lorton and Woodbridge stations
5. Improvements to various elements of Quantico station building

6. Replacement of existing lighting with LED lighting at Manassas station parking garage
7. Repairs to steel railings at Backlick Road, Burke Centre and Manassas Park stations

Ongoing projects:

1. Modernization of east elevator at Woodbridge station
2. Replacement of parking lot entrance signs at various stations

UPCOMING PROCUREMENTS

1. Electronic fuel injectors
2. Locomotive transfer switches
3. Window gaskets for VRE railcars
4. Modernization of VRE Woodbridge station east elevator
5. Construction Management Services for Alexandria Station improvements
6. Construction of Alexandria Station improvements
7. Broad Run and Crossroads security camera system power and network infrastructure upgrade
8. Locomotive master controllers
9. Variable messaging system replacement
10. Central diagnostic cloud services for VRE locomotives

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Alexandria Station Improvements	Passenger safety will be improved by replacing an at-grade pedestrian track crossing with elevators to connect the two platforms. The elevators and the current and proposed stairs, will connect to the existing tunnel between the two platforms. Adjustments to platform elevation will eliminate the need for step-boxes to access VRE and Amtrak trains. The center platform will be widened and lengthened to accommodate trains on both tracks.	Final Design	\$ 37,288,433.00	VRE reviewing the 90% Alexandria 4th track plans. Platform elevations to be updated accordingly. (Oct) Coordinating potential minor adjustments to CSXT 60% track plans and 30% bridge plans in the vicinity of VRE platforms. Upon resolution, VRE plans to be updated. (Sept)
Broad Run Expansion	To accommodate forecasted ridership growth and increase service reliability, improvements are needed at both the Maintenance and Storage Facility (MSF) and station. An enlarged MSF can store longer trains and additional equipment. That requires shifting the existing platform and adding a pedestrian tunnel between the platform and existing and proposed parking lots. A second, 600-space lot and third main track will be constructed.	Final Design	\$ 139,381,862.00	Advancing to 90% design. Deferring some project elements to the future due to current funding limits. Value engineering efforts are underway. (Oct) Reviewing 60% design package. Stakeholder coordination continues as final design efforts advance. (Sept)
Brooke Station Improvements	Design and construction of a platform extension up to 700 feet to accommodate full-length VRE trains.	Development	\$ 9,461,455.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Oct/Sept)
Crystal City Station Improvements	Improved station access and service reliability will result from a new station. The platform at the relocated station will allow for the simultaneous boarding of two full-length trains. The station's design will accommodate a future pedestrian/bicycle connection between the station and the airport.	Development	\$ 68,900,900.00	Platform and north tunnel 60% plans complete. Design of stairwell and mezzanine advancing to 60%. 90% plans for VPRA's adjacent Alexandria 4th track project currently under review. (Oct) VRE advancing station design to 60%. Coordination ongoing with JBG, Amtrak, CSXT and VPRA. (Sept)
Franconia-Springfield Station Improvements	Extended platforms will be able to accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. The longer platforms will increase operational flexibility and capacity. The design will allow for a future third mainline track.	Final Design	\$ 25,351,100.00	60% tunnel design received and under review by VRE. FTA confirmed project satisfied NEPA requirements for a Class II listed Categorical Exclusion. (Oct) Survey and soil borings performed. Data to be analyzed and used to advance design. Concurrently working through the Section 106 process. (Sept)

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Fredericksburg Station Rehabilitation	The rehabilitation of platforms, stairs and bridges will improve passenger safety and better accommodate the boarding and disembarking of riders from VRE and Amtrak trains. New stairs will allow passengers to move between the platform and a parking lot without crossing the street at grade level. New signage, sidewalks, lighting and paint are included, as is installation of a low-clearance warning sign to a bridge that has experienced numerous vehicle strikes.	Construction	\$ 11,480,622.00	Concrete repair/coatings ongoing. East platform and step concrete progressing. West platform demo progressing. Sandblast and paint of station progressing. (Oct) Concrete repair/coatings ongoing. Sandblasting/painting at station ongoing. Demo/formwork of existing east platform progressing. (Sept)
HQ Office Renovations	The project will improve employee safety and security and maximize workspace efficiency at VRE Headquarters, and will include modifications to kitchen, supply room, mail room, bathroom/shower, office and cubicle areas in the north and south wings. The east wing will be modified to include additional offices.	Construction	\$ 250,000.00	Planning glass wall-enclosed work/meeting spaces adjacent to communications room. Researching available systems for review with upper management. (Oct) Researching available systems for review with upper management. Planning glass wall-enclosed work/meeting spaces adjacent to communications room. (Sept)
Leeland Road Parking Improvements	This project will expand the surface parking lot at the Leeland Road station by approximately 225 spaces to accommodate future demand.	Development	\$ 12,044,433.00	The project is funded through Virginia SMART SCALE. Funding is allocated for FY20 and 22. A funding agreement is pending. (Sept/Oct)
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$ 10,361,037.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Sept/Oct)
L'Enfant Station Waiting Area	The existing platform at the L'Enfant station experiences overcrowding during the evening service period. The proposed project will create an additional paved area behind the existing platform, currently landscaped with shrubs and grass, for riders to wait for trains or to bypass riders waiting on the platform.	Final Design	\$ 350,000.00	Consultant forwarded soil boring report to District DOEE as requested for additional soil borings prior to permit issuance. (Sept/Oct)
L'Enfant Track and Station Improvements	Expansion of the VRE L'Enfant Station to provide two platform edges and serve full-length trains. Add a new mainline track between LE and VA interlockings.	Development	\$ 110,857,683.00	Review of proposals underway. (Sept/Oct)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility	Featuring 33,000 square feet of maintenance space, the LOU will allow VRE to cost-effectively maintain rolling stock, as well as systems and components, in a state of good repair. It will optimize maintenance and reduce costs by allowing the in-house replacement of items before they fail. The LOU will house two tracks that can hold up to four cars at one time and be equipped with a drop table and wheel truing machine. To maintain storage capacity within Crossroads Yard three new tracks are being constructed to provide enhanced flexibility to our operations crews for train movements and storage.	Construction	\$ 52,783,632.00	Marking final revisions to deeds and plats for county stormwater easements and hope to resubmit in October. (Oct) Final Certificate of Occupancy for was received from Spotsylvania County on 8/15/23. (September)
Manassas Park Parking Expansion	A new garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of the City Center Redevelopment District, the proposed transit-accessible high-density mixed-use town center of Manassas Park.	Construction	\$ 34,662,764.00	Fill material being brought in to bring site to grade. Holes drilled and piles being set for western wall foundation. (Oct) Notice to proceed (NTP) issued June 19. (Sept)
Manassas Station Improvements	The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. Alternatives to increase the platform length to enable boarding and alighting from all passenger cars will be evaluated.	Development	\$ 9,125,000.00	This project is funded with I-66 OTB funding. Initiation of project planning pending completion of a Force Account Addendum with Norfolk Southern Railway. (Sept/Oct)
New York Avenue Midday Storage Facility	This new facility will store trains currently located in Amtrak's Ivy City coach yard, as Amtrak now has need for the storage tracks. The New York Avenue site, which is proximate to Washington Union Station, will be able to accommodate additional VRE trains.	Development	\$ 137,362,557.00	Meeting with Amtrak held on 9/5/23 to discuss finalizing MOU. VRE will review once received back from Amtrak (Oct) 8/25/23 MOU meeting with Amtrak has been rescheduled for 9/15/23 (Sept)
Potomac Shores Station	This new station, in a master-planned community in Prince William County, is being funded, designed, and constructed by the developer of Potomac Shores in consultation with VRE and other stakeholders. The station will be just a short walk from the town center. A new side platform will be constructed which is designed to be converted into an island platform in the future when the 3rd track is added to corridor operations.	Final Design	\$ -	Construction of the shared use garage is ongoing. Construction includes casting the three pedestrian bridge support concrete foundation piers that are adjacent to the garage building. (Oct) Biddle Real Estate Ventures held groundbreaking ceremony for station parking garage in May. (Sept)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Quantico Station Improvements	Service and safety will be enhanced through the construction of a new center platform, ADA-compliant pedestrian bridges, existing platform extension, and third track. These improvements will allow the station to accommodate additional passengers and more frequent and longer trains and operations flexibility with three boardable platform edges.	Construction	\$ 25,573,060.00	RW 13 nearing completion. Tower/ped bridge/utilities completion ongoing. Site/civil/drainage coordinating with CSX track schedule (Oct) Ballast retainer wall complete. Tower/ped bridge/utilities completion on going. (Sept)
Real-Time Multimodal Traveler Information System	The passenger experience will be enhanced through the provision of real-time train arrivals. Software upgrades are required to provide these real-time data feeds and integrate them with VRE Mobile and other third-party apps and websites, as well as on display screens at VRE stations and other locations along the I-66 corridor.	Development	\$ 3,481,000.00	Scope of work with procurement. Drawings to be complete by 3/31/23. Contractor updating DIV specs. (Sept/Oct)
Security Cameras	Safety and security will be improved through the modernization and expansion of VRE's security camera system. New cameras will be placed at 22 locations.	Final Design	\$ 1,939,305.00	Operations Board approved contract with Genesys Impact, LLC of Washington, D.C. on July 21 (Sept/Oct)
Variable Messaging System Replacement	The effectiveness of VREoperations will be enhanced through the installation of new variable message signs (VMS) throughout the rail system. The new VMS system will allow VRE to communicate multi-modal transit data and general transit feed specification data to VDOT for use in its VMS system.	Final Design	\$ 1,000,000.00	Scope of work with procurement. Drawings to be complete by 3/31/23. Contractor updating DIV specs. (Sept/Oct)
Woodbridge Station Improvements	Expanded platforms will allow passengers to access trains from all station tracks.	Development	\$ 2,740,618.00	The scope and schedule for this project is being coordinated with the commonwealth's Transforming Rail in Virginia initiative, post-Phase 2 project. (Sept/Oct)

For more information about VRE capital projects, visit <https://projects.vre.org/list>

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VIRGINIA RAILWAY EXPRESS

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VRE.ORG





MINUTES

VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

October 20, 2023

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

*Sarah Bagley (NVTC)
 *Meg Bohmke (PRTC)
 *Monica Gary (PRTC)
 *Takis Karantonis (NVTC)
 *Matt Kelly (PRTC)
 *Jeanine Lawson (PRTC)
 *Michael McLaughlin (VPRA)
 *Alanna Mensing (PRTC)
 *Ralph Smith (PRTC)
 *Daniel G. Storck (NVTC) ‡
 *James Walkinshaw (NVTC)

Jurisdiction

City of Alexandria
 Stafford County
 Stafford County
 Arlington County
 City of Fredericksburg
 Prince William County
 Commonwealth of Virginia
 City of Manassas Park
 City of Manassas
 Fairfax County
 Fairfax County

Members Absent

Andrea Bailey (PRTC)
 Margaret Franklin (PRTC)
 Lori Hayes (PRTC)

Prince William County
 Prince William County
 Spotsylvania County

Alternates Present

Alternates Absent

Canek Aguirre (NVTC)
 Victor Angry (PRTC)
 Deborah Frazier (PRTC)
 Libby Garvey (NVTC)
 Jason Graham (PRTC)
 Jeffrey C. McKay (NVTC)
 Darryl Moore (PRTC)
 Pam Sebesky (PRTC)
 Emily Stock (DRPT)
 Ann Wheeler (PRTC)
 Pamela Yeung (PRTC)

City of Alexandria
 Prince William County
 Spotsylvania County
 Arlington County
 City of Fredericksburg
 Fairfax County
 City of Manassas Park
 City of Manassas
 Commonwealth of Virginia
 Prince William County
 Stafford County

*Voting Member

**Arrived/departed following the commencement of the Operations Board Meeting. Notation of exact

arrival/departure time is included in the body of the minutes.

‡ Participated remotely via Webex in accordance with the Electronic Participation Policy

Staff and General Public

Sara Allred – Fairfax County
Alexander Buchanan – VRE
Karen Finucan Clarkson – VRE
Holly Cockrell - VRE
Rich Dalton – VRE
John Duque – VRE
Anaya Farah – VRE
Christine Hoeffner – VRE
John Kerins - Keolis
Lezlie Lamb – VRE
Steve MacIsaac – VRE Chief Counsel
Auke Mahar-Peirsma – Cardinal
Infrastructure

Kate Mattice - NVTC
Kristin Nutter – VRE
Aimee Perron Seibert – Commonwealth
Strategy Group
Dallas Richards – VRE
Nick Ruiz – VRE
Mark Schnauffer – VPRA
Mark Schofield – VRE
Joe Stainsby - PRTC
Alex Sugatan - VRE
Joe Swartz – VRE

Chair Walkinshaw called the meeting to order at 9:05 a.m.; the Pledge of Allegiance and roll call followed.

[Mr. Storck arrived at 9:07 a.m.]

Safety Moment – 3

CEO, Rich Dalton briefed attendees on safety procedures and assigned specific tasks to qualified staff members in case of an emergency.

Approval of the Agenda - 4

Mr. Kelly moved, with a second by Mr. Karantonis, to approve the agenda as presented. There was no discussion on the motion. The vote in favor was cast by Members Bagley, Bohmke, Gary, Karantonis, Kelly, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Approval of the Minutes of the September 15, 2023 VRE Operations Board Meeting – 5

Vice Chair Bohmke moved, with a second by Mr. Kelly, to approve the Minutes from September 15, 2023, as corrected. The vote in favor was cast by Members Bagley, Bohmke, Gary, Karantonis, Kelly, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Chair's Comments – 6

Chair Walkinshaw welcomed everyone to the October VRE Operations Board meeting. The Chair noted the Finance Committee meeting scheduled to follow the Operations Board meeting. Chair Walkinshaw made two announcements related to November's Operations Board meeting: the Audit Committee is scheduled to meet with Auditors at 8:30 a.m. the morning of the Operations Board meeting; and, a formal group photo of the Board is also scheduled that morning.

Chief Executive Officer's Report – 7

Mr. Dalton briefed the Operations Board on the following items of interest:

- | | |
|------------------------------------|---|
| ▪ VRE Safety Activities | ▪ Ridership |
| ▪ VRE Participation at Clifton Day | ▪ Introduced VRE's new CAO, Anaya Farah |
| ▪ Performance | |

Public Comment Time – 8

The Chair opened the floor for public comments. There were no speakers and no written comments had been submitted.

Consent Item – 9

Mr. Kelly moved, with a second by Ms. Gary, to approve the Consent Agenda.

Ratification and Reapproval of Resolution Adopted in Electronic Meeting During Covid-19 Emergency – CEO Procurement Authorization and Contract Award Authorities – 9A

The vote in favor was cast by Members Bagley, Bohmke, Gary, Karantonis, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Action Items - 10

Authorization to Amend the GEC VIII Task Order for Construction Management Services for the Fredericksburg Station Rehabilitation Project – 10A

Mr. Kelly moved, with a second by Vice Chair Bohmke, to authorize the CEO to amend a task order under the General Engineering Consulting Services Contract to STV, Incorporated for construction management services for the Fredericksburg Station Rehabilitation project. The vote in favor was cast by Members Bagley, Bohmke, Gary, Karantonis, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Authorization to Amend the GEC VIII Task Order for Construction Administration Services for the Fredericksburg Station Rehabilitation Project – 10B

Mr. Kelly moved, with a second by Vice Chair Bohmke, to authorize the CEO to amend the task order under the General Engineering Consulting Services Contract to STV, Incorporated for construction administration services for the Fredericksburg Station Rehabilitation project. The vote in favor was cast by Members Bagley, Bohmke, Gary, Karantonis, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Authorization to Issue a GPC Task Order for Phase III of the System Plan 2050 Update – 10C

Mr. Karantonis moved, with a second by Ms. Bagley, to authorize the CEO to issue a task under the General Planning Consulting Services Contract to STV, Incorporated for Phase III of the System Plan 2050 Update. The vote in favor was cast by Members Bagley, Bohmke, Gary, Karantonis, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Authorization to Execute a Sole Source Contract for Wabtec Positive Train Control Onboard TMC Upgrade to CPU 1900 – 10D

Vice Chair Bohmke moved, with a second by Mr. Bagley, to authorize the CEO to execute a sole source contract with Wabtec Railway Electronics for an upgrade to Positive Train Control onboard train management computers to CPU 1900. The vote in favor was cast by Members Bagley, Bohmke, Gary, Karantonis, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Information Items – 10

Draft 2024 Legislative Agenda – 11A

Members of the Legislative Committee and staff sought direction from the full VRE Operations Board on development of the Draft 2024 Legislative Agenda. In November, the VRE Operations Board will be asked to recommend the final 2024 Legislative Agenda to the Commissions.

FY 2025 Budget Update – 11B

VRE staff briefed the VRE Operations Board on the status of development of the FY 2025 VRE Operating and Capital Budget.

[Ms. Bagley left the room at 10:11 a.m.]

[Ms. Lawson left the meeting at 10:12 a.m.]

[Ms. Bagley returned to the meeting at 10:15 a.m.]

System Plan 2050 Update: Refinement of 2030 Board-Recommended Service Alternative and Additional Information – 11C

VRE staff presented additional analysis performed on the Board-recommended 2030 service alternative presented at the System Plan workshop in June.

Spending Authority Report – 11D

October's Spending Authority report outlined purchases greater than \$50,000 but less than \$200,000 made in September.

Members Time – 12

Chair Walkinshaw discussed implementing a 360° CEO Review policy and indicated a resolution to formalize that policy would be presented in November.

Ms. Bagley thanked VRE staff and organizers for a successful Tour de VRE.

Mr. McLaughlin stated he is working to schedule meetings with VRE Operations Board Members about VPRA projects within their jurisdictions.

Mr. Storck noted the Tour de Mt. Vernon is scheduled for October 21st.

At the conclusion of Board Member time, Mr. Dalton requested VRE Operations Board Members watch for an email from VRE Human Resources requesting they complete a CEO/CLO Evaluation survey. The email will provide a link to the survey.

The meeting adjourned at 11:04 a.m.

Approved this 17th day of November 2023

James Walkinshaw
Chair

Ralph Smith
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the October 20, 2023 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Lezlie M. Lamb

**Virginia Railway Express
DRAFT 2024 Legislative Agenda
State Funding and Legislative Issues:**

Commuter Rail Exemption for Virginia State Tax on Surplus Lines Insurance

Advance legislation that would add policies for rolling stock and operating properties of railroads used for commuter rail service in the Commonwealth, as well as cybersecurity policies for organizations operating such service, to the exemptions for state tax on surplus lines insurance.

Future Additional Service

Educate legislators on VRE's plans for additional service as part of the Commonwealth's Transforming Rail in Virginia program and the need to find additional sustainable funding for operations.

Commuter Rail Operating and Capital Fund (C-ROC)

Safeguard funding for C-ROC to protect the revenue source of the VRE bonds and the ability of VRE to use funding for pay-as-you-go projects that support the Commonwealth's Transforming Rail in Virginia Program and VRE's Capital Improvement Program.

Explore ways to diversify C-ROC revenue sources to include sustainable options that will reduce reliance on the gas tax.

Restoration of Lost Transportation Revenue Resulting from the Elimination of the State Sales and Use Tax on Groceries

Support efforts to develop a plan to restore lost transportation revenue resulting from the elimination of the state sales and use tax on groceries. Elimination of the state sales and use tax on groceries reduced funding to public transportation by \$83 million over the SYIP and \$27 million for Virginia's passenger and freight rail programs.

Transportation Authorities

Monitor, evaluate and respond to proposals to create additional transportation authorities that would include VRE jurisdictions.

Freedom of Information Act

Coordinate with VRE's parent commissions and other stakeholders on legislative proposals that would maximize the flexibility of VRE and other public bodies to make policies on the conduct of electronic meetings that allow greater access to the public and opportunities for members to participate, while remaining open and transparent to the public.

Virginia Railway Express
DRAFT 2024 Legislative Agenda
Federal Funding, Legislative and Regulatory Issues:

Federal Grant Programs

Work with the U.S. Department of Transportation (DOT), Virginia's congressional delegation, relevant congressional committees, and regional stakeholders to educate and secure administration and congressional support for discretionary grant applications submitted by VRE or the Virginia Passenger Rail Authority (VPRA); or applications submitted by others for projects directly impacting VRE service.

Rail Passenger Transportation Liability Cap

Collaborate with industry stakeholders in urging Congress to make changes to the timeline for implementation of increases to the Rail Passenger Transportation Liability Cap from 30 days to as much as 180 days, as well as any other changes to the liability cap adjustment process that would be advantageous to VRE.

Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law Implementation and Yearly Appropriations

Continue to partner with industry stakeholders and associations to advocate for robust annual appropriations, funding at the authorized levels, and appropriate implementation policies to support commuter rail and mass transit.

U.S. DOT Regulations and Rulemaking

Track and comment on proposed guidance, rulemaking, or requests for comment from U.S. DOT helping to advance or permit streamlining reforms applicable to VRE's operations and Capital Improvement Program, as well as any proposed new or changes to existing rail related regulations.

Surface Transportation Board (STB) Authority

Educate Congress and the administration on the imperative of preserving STB's jurisdiction over VRE and other common carrier commuter railroads. This will come in the form of letters to members of Congress and committees of jurisdiction, as well as in-person or virtual meetings to discuss VRE's position and circumstance.

Monitor industry, congressional, and administration efforts affecting the ability of VRE, and similar commuter railroads, to seek relief from the STB when negotiating with Amtrak. As necessary, submit comments to regulatory bodies to advocate for preserving STB jurisdiction over VRE.

Federal Workforce

Follow legislative and administration actions focused on Federal workforce return to in-office work and permanent work-from-home policies, identifying opportunities to request strategies spreading the days Federal workers and consultants are physically in the office throughout the workweek. These strategies would increase efficiency of the entire transportation system that currently sees peak usage and congestion mid-week and under-utilization on Mondays and Fridays.

Educate Congress and the administration on the imperative of siting new Federal buildings and leasing Federal office space at transit hubs that include both heavy and commuter rail, to promote transit ridership amongst the Federal workforce.

Transit Benefits

Engage with relevant stakeholders on a proposal to increase and/or restructure transit benefits, including support for allowing a bike transit benefit to be used in concert with transit and parking benefits to encourage biking to VRE stations.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: October 26, 2023
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the November meeting, DRPT Director Jen DeBruhl will give her report. The [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.



COMMONWEALTH of VIRGINIA

Jennifer B. DeBruhl
Director

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Virginia Relay Center
800-828-1120 (TDD)

TO: Chair Palchik and NVTC Commissioners

FROM: Jennifer DeBruhl, Director

DATE: October 24, 2023

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

The Commonwealth Transportation Board (CTB) met on October 17 and 18 at Ronald Reagan National Airport in Arlington. At the [action meeting](#), the CTB [certified](#) WMATA compliance with [Virginia Code](#) and the [CTB Policy](#) and Guidelines for Implementation of Funding and Governance Reforms for FY 2024.

At the [workshop](#), WMATA Board Chair and Commonwealth-appointee Paul Smedberg, Principal Director and NVTC-appointee Matt Letourneau, and General Manager Randy Clarke [presented](#) the first annual WMATA update to the CTB, which focused on the FY 2025 budget cycle. An annual update to the CTB by the WMATA General Manager and the two principal board members from Virginia is now required as a result of legislation approved by the General Assembly in 2023. WMATA will be required to submit a detailed operating budget and capital expenditures by April 1, 2024 to stay in compliance next year. The CTB also received an update on DRPT and VDOT [policies](#) proposed for repeal. The two transit policies that were repealed are outdated strategic plan guidelines for urban agencies and the state transit capitol prioritization policy. Both were replaced by updated policies adopted at the [October 25, 2022 CTB meeting](#) (items 20 and 21).

Following the CTB workshop on October 18, the CTB took a tour of selected transit, rail and roadway projects in Crystal City and Potomac Yard. The tour included a ride on the Metroway in Crystal City as well as a ride on Metrorail from Crystal City station to Potomac Yard station. Lynn Rivers of Arlington County provided the CTB with updates on the new Crystal City Metrorail Station East Entrance and the Crystal City to DCA Intermodal Connector projects. Randy Clarke and WMATA staff met the group at Crystal City and traveled along to Potomac Yard where the CTB was given an overview of the new station. Alexandria Mayor Justin Wilson then met the tour and provided an overview of the Potomac Yard area, including current and planned developments and the economic impact of the new Metrorail station. VDOT NOVA District Engineer John Lynch then provided an overview of the planned Route 1 Multimodal Improvements project as the group traveled along the corridor. Finally, Naomi Klein of the VPRA met the group at the Long Bridge Aquatics Center and provided an update on the Long Bridge project. Director DeBruhl and staff from DRPT's Alexandria office accompanied the CTB on the tour and fielded questions.

DRPT's FY 2025 application process for all of [our grant programs](#) opens on December 1. DRPT is launching a new grant application software, Webgrants, to replace our current Online Grant Administration ([OLGA](#)) system for the FY 25 grant application cycle. Public transportation partners are strongly encouraged to attend one of the Webgrants training sessions on Monday, [October 30 at 10 a.m.](#) and Tuesday, [October 31 at 2 p.m.](#) Advance registration is required to attend the one hour session. Between November 15 and December 1, DRPT plans to place a freeze on

reimbursement requests in OLGA. On December 1, Webgrants will go live, and every public transportation and rail partner agency will be required to register an authorized user and also include an updated W-9. **New applications and reimbursement requests cannot be submitted in Webgrants until registration is complete.** Application creation and submission starts on December 1, 2023, and the application period closes on February 1, 2024.

Finally, DRPT is currently recruiting for a [Senior Grants Financial Analyst](#) based in our Richmond office.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: October 26, 2023
SUBJECT: Executive Director Report

A. Executive Director Newsletter

NVTC's Executive Director Newsletter provides updates on specific NVTC projects and programs and highlights items of interest at the federal and state levels and among jurisdictional and regional partners.

The November 2023 Executive Director Newsletter will be provided to Commissioners at the Commission meeting and posted online at <https://novatransit.org/news-and-media/newsletter/>.

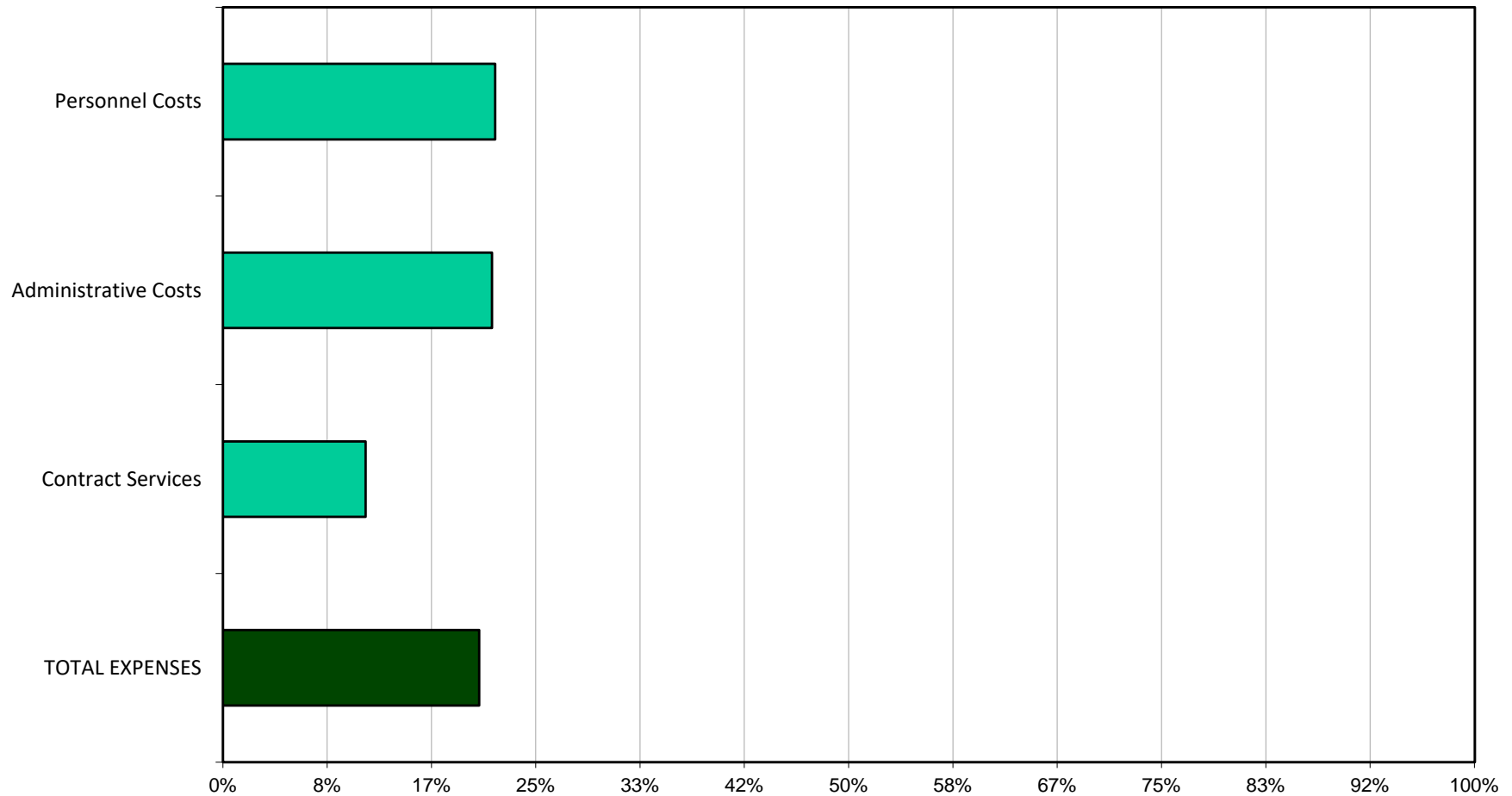
B. NVTC Financial Report

The [September 2023 Financial Report](#) is provided as information.

Northern Virginia Transportation Commission

Financial Reports
September 2023

PERCENTAGE OF FY 2024 NVTC ADMINISTRATIVE BUDGET USED
September 2023
(TARGET 25% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 2023

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 185,919.06	\$ 566,912.33	\$ 2,644,000.00	\$ 2,077,087.67	78.6%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>185,919.06</u>	<u>566,912.33</u>	<u>2,644,000.00</u>	<u>2,077,087.67</u>	<u>78.6%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	12,180.14	44,784.02	180,700.00	135,915.98	75.2%
Group Health Insurance	14,496.62	43,031.82	205,900.00	162,868.18	79.1%
Retirement	14,167.00	42,501.00	170,000.00	127,499.00	75.0%
Workmans & Unemployment Compensation	137.50	509.32	6,000.00	5,490.68	91.5%
Life Insurance	23.26	435.87	6,800.00	6,364.13	93.6%
Long Term Disability Insurance	2,086.52	4,279.88	15,000.00	10,720.12	71.5%
Total Benefit Costs	<u>43,091.04</u>	<u>135,541.91</u>	<u>584,400.00</u>	<u>448,858.09</u>	<u>76.8%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,350.00	2,900.00	14,000.00	11,100.00	79.3%
<i>Rents:</i>	<i>34,372.22</i>	<i>101,596.64</i>	<i>433,000.00</i>	<i>331,403.36</i>	<i>76.5%</i>
Office Rent	32,861.57	98,732.29	408,800.00	310,067.71	75.8%
Parking & Transit Benefits	1,510.65	2,864.35	24,200.00	21,335.65	88.2%
<i>Insurance:</i>	<i>567.35</i>	<i>1,502.05</i>	<i>8,000.00</i>	<i>6,497.95</i>	<i>81.2%</i>
Public Official Bonds	100.00	100.00	2,500.00	2,400.00	96.0%
Liability and Property	467.35	1,402.05	5,500.00	4,097.95	74.5%
<i>Travel:</i>	<i>2,282.95</i>	<i>9,536.23</i>	<i>64,800.00</i>	<i>55,263.77</i>	<i>85.3%</i>
Conference / Professional Development	1,785.71	7,681.57	47,100.00	39,418.43	83.7%
Non-Local Travel	159.00	159.00	2,500.00	2,341.00	93.6%
Local Travel, Meetings and Related Expenses	338.24	1,695.66	15,200.00	13,504.34	88.8%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 2023

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<i>Communication:</i>	1,683.80	4,632.46	17,800.00	13,167.54	74.0%
Postage	242.46	242.46	1,400.00	1,157.54	82.7%
Telephone and Data	1,441.34	4,390.00	16,400.00	12,010.00	73.2%
<i>Publications & Supplies</i>	1,596.90	4,373.52	29,500.00	25,126.48	85.2%
Office Supplies	275.58	590.27	2,500.00	1,909.73	76.4%
Duplication and Paper	875.25	2,607.73	9,500.00	6,892.27	72.6%
Public Engagement	446.07	1,175.52	17,500.00	16,324.48	93.3%
<i>Operations:</i>	4,530.45	9,983.03	59,700.00	49,716.97	83.3%
Furniture and Equipment (Capital)	1,256.00	1,256.00	25,500.00	24,244.00	95.1%
Repairs and Maintenance	53.05	159.15	1,000.00	840.85	84.1%
Computer Operations	3,221.40	8,567.88	33,200.00	24,632.12	74.2%
<i>Other General and Administrative:</i>	914.76	2,601.21	11,100.00	8,498.79	76.6%
Memberships	171.34	642.68	1,600.00	957.32	59.8%
Fees and Miscellaneous	743.42	1,958.53	8,000.00	6,041.47	75.5%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>47,298.43</u>	<u>137,125.14</u>	<u>637,900.00</u>	<u>500,774.86</u>	<u>78.5%</u>
<u>Contracting Services</u>					
Auditing	9,940.00	9,940.00	25,850.00	15,910.00	61.5%
Contract Services and Support					
Commuter Choice	489.00	2,691.80	152,500.00	149,808.20	98.2%
Research Support	21,704.95	21,704.95	200,000.00	178,295.05	89.1%
Other Technical	6,134.84	18,403.85	120,000.00	101,596.15	84.7%
Legal	<u>2,500.00</u>	<u>7,500.00</u>	<u>30,000.00</u>	<u>22,500.00</u>	<u>75.0%</u>
Total Contract Services	<u>40,768.79</u>	<u>60,240.60</u>	<u>528,350.00</u>	<u>468,109.40</u>	<u>88.6%</u>
Total Gross G&A Expenses	<u>\$ 317,077.32</u>	<u>\$ 899,819.98</u>	<u>\$ 4,394,650.00</u>	<u>\$ 3,494,830.02</u>	<u>79.5%</u>

NVTC
RECEIPTS and DISBURSEMENTS
September 2023

September 2023

			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
5	DMV	Motor Vehicle Fuels Sales tax					\$ 2,097,608.53
5	DMV	CROC			1,250,000.00		
5	Alexandria	Local match - regional marketing		20,000.00			
6	FTA	Grant revenue - Falls Church			338.00		
6	DRPT	Capital grant revenue - Arlington					22,899.00
6	DRPT	Capital grant revenue - VRE			70,778.00		
8	DRPT	Capital grant revenue - VRE			1,420,076.00		
8	DRPT	Capital grant revenue - Alexandria					15,244,806.00
8	DRPT	Operating assistance - Alexandria					2,045,215.00
22	DRPT	Capital and operating assistance - WMATA					17,543,393.00
22	DRPT	Capital grant revenue - Arlington					231,413.00
25	DRPT	Capital grant revenue - Arlington					87,204.00
27	DRPT	Technical assistance - Route 7			21,333.00		
27	DRPT	Technical assistance - Zero emission bus			45,771.00		
27	DRPT	Technical assistance - Regional bus			23,949.00		
30	Banks	Investment earnings		92.39	8,510.69	339,068.23	1,920,856.13
TOTAL RECEIPTS			-	20,092.39	2,840,755.69	339,068.23	39,193,394.66

NVTC
RECEIPTS and DISBURSEMENTS
September 2023

September 2023			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-30	Various	G&A expenses	(268,832.24)				
5	VRE	CROC			(1,250,000.00)		
6	Falls Church	Costs incurred			(338.00)		
6	VRE	Grant revenue			(70,778.00)		
8	VRE	Grant revenue			(1,420,076.00)		
11	WAMU	Regional marketing campaign	(34,000.00)				
11	Cambridge	Consulting - Regional bus	(43,300.64)				
11	IHeart Media	Regional marketing campaign	(22,781.71)				
11	Stantec	Consulting - NTD	(65,662.25)				
11	WTOP	Regional marketing campaign	(48,575.00)				
11	Audacy	Regional marketing campaign	(21,810.00)				
13	PRTC	Commuter Choice I-66 reimbursement				(68,125.00)	
13	PRTC	Commuter Choice I-395/95 reimbursement				(591,058.00)	
13	City of Fairfax	Commuter Choice I-66 reimbursement				(73,983.00)	
14	Loudoun	Commuter Choice I-66 reimbursement				(172,185.00)	
14	Alexandria	Commuter Choice I-395/95 reimbursement				(861,942.00)	
28	IHeart Media	Regional marketing campaign	(39,589.62)				
28	Kimley-Horn	Consulting - WMATA funding and reform	(21,704.95)				
28	Parsons	Consulting - Zero emission	(41,748.78)				
30	Banks	Service charges		(53.22)			
TOTAL DISBURSEMENTS			(608,005.19)	(53.22)	(2,741,192.00)	(1,767,293.00)	-
TRANSFERS							
1	Transfer	From savings to checking	50,000.00	(50,000.00)			
11	Transfer	From LGIP to checking	460,000.00		(460,000.00)		
27	Transfer	From LGIP to LGIP (NTD project)			65,662.25		(65,662.25)
29	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
NET TRANSFERS			710,000.00	(50,000.00)	(594,337.75)	-	(65,662.25)
NET INCREASE (DECREASE) FOR MONTH			\$ 101,994.81	\$ (29,960.83)	\$ (494,774.06)	\$ (1,428,224.77)	\$ 39,127,732.41

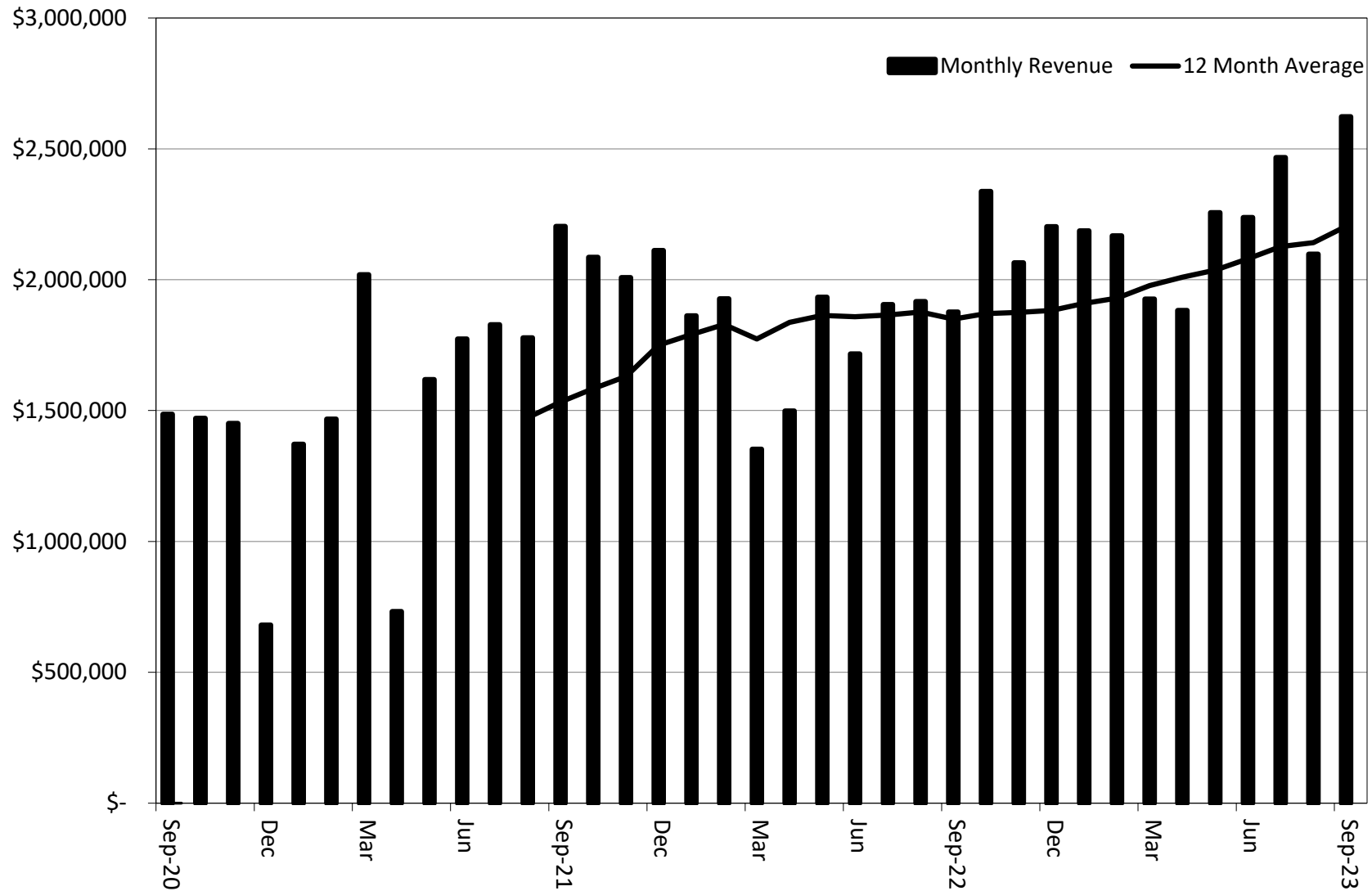
**NVTC
INVESTMENT REPORT
September 2023**

Type	Rate	Balance 8/31/2023	Increase (Decrease)	Balance 9/30/2023	Balance			
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Gas Tax Trust Fund
Cash Deposits								
Wells Fargo: NVTC Checking	N/A	\$ 8,016.05	\$ 101,994.81	\$ 110,010.86	\$ 110,010.86	\$ -	\$ -	
Wells Fargo: NVTC Savings	1.090%	137,405.80	(29,960.83)	107,444.97	107,444.97	-	-	
Investments								
Bank of America: Virginia Local Government Investment Pool	5.633%	483,323,687.85	37,204,733.58	520,528,421.43	1,674,859.16	74,653,522.64	381,692,424.57	62,507,615.06
		\$ 483,469,109.70	\$ 37,276,767.56	\$ 520,745,877.26	\$ 1,892,314.99	\$ 74,653,522.64	\$ 381,692,424.57	\$ 62,507,615.06

NVTC MONTHLY GAS TAX REVENUE

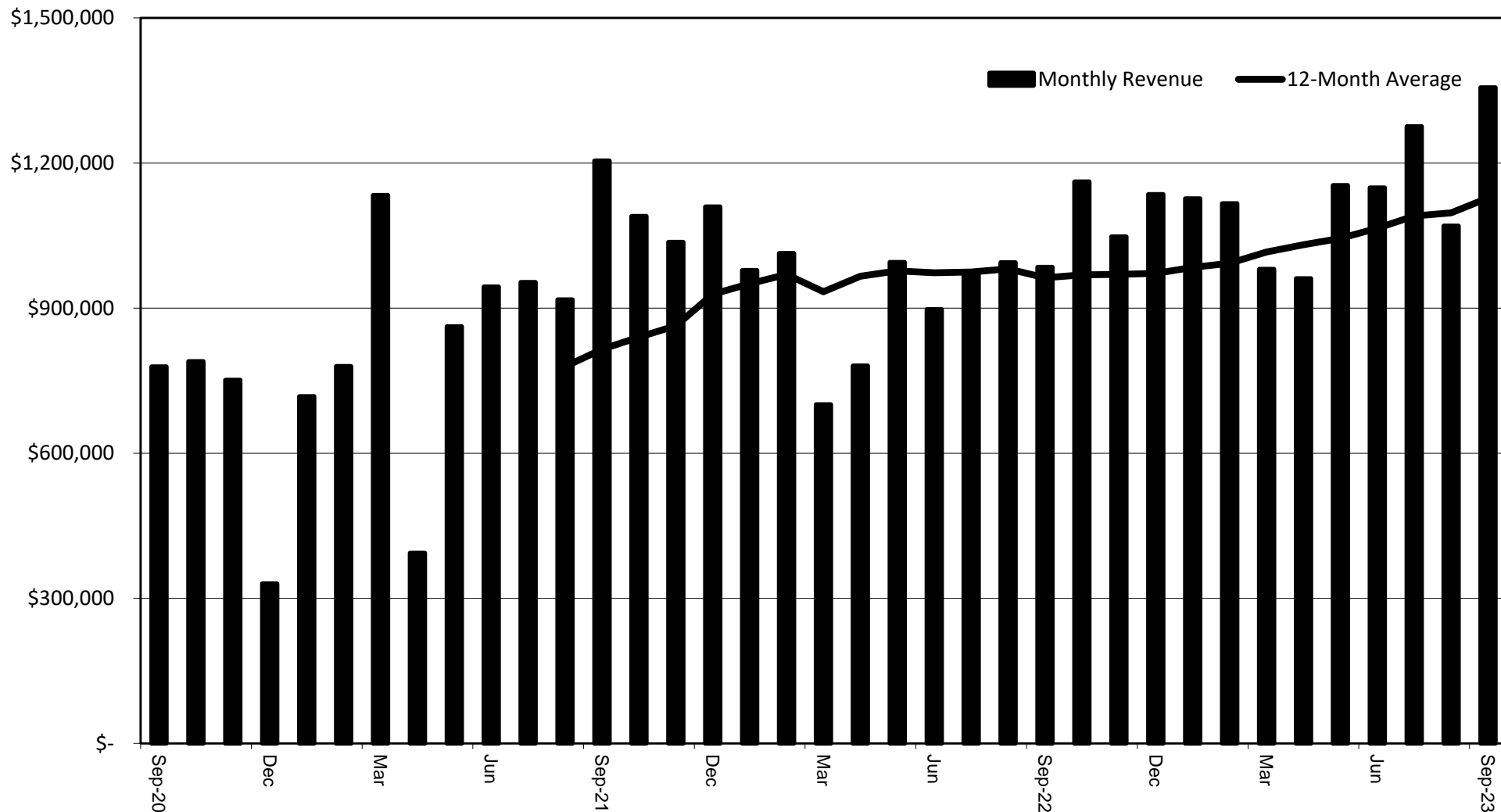
ALL JURISDICTIONS

FISCAL YEARS 2021-2024



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2021-2024

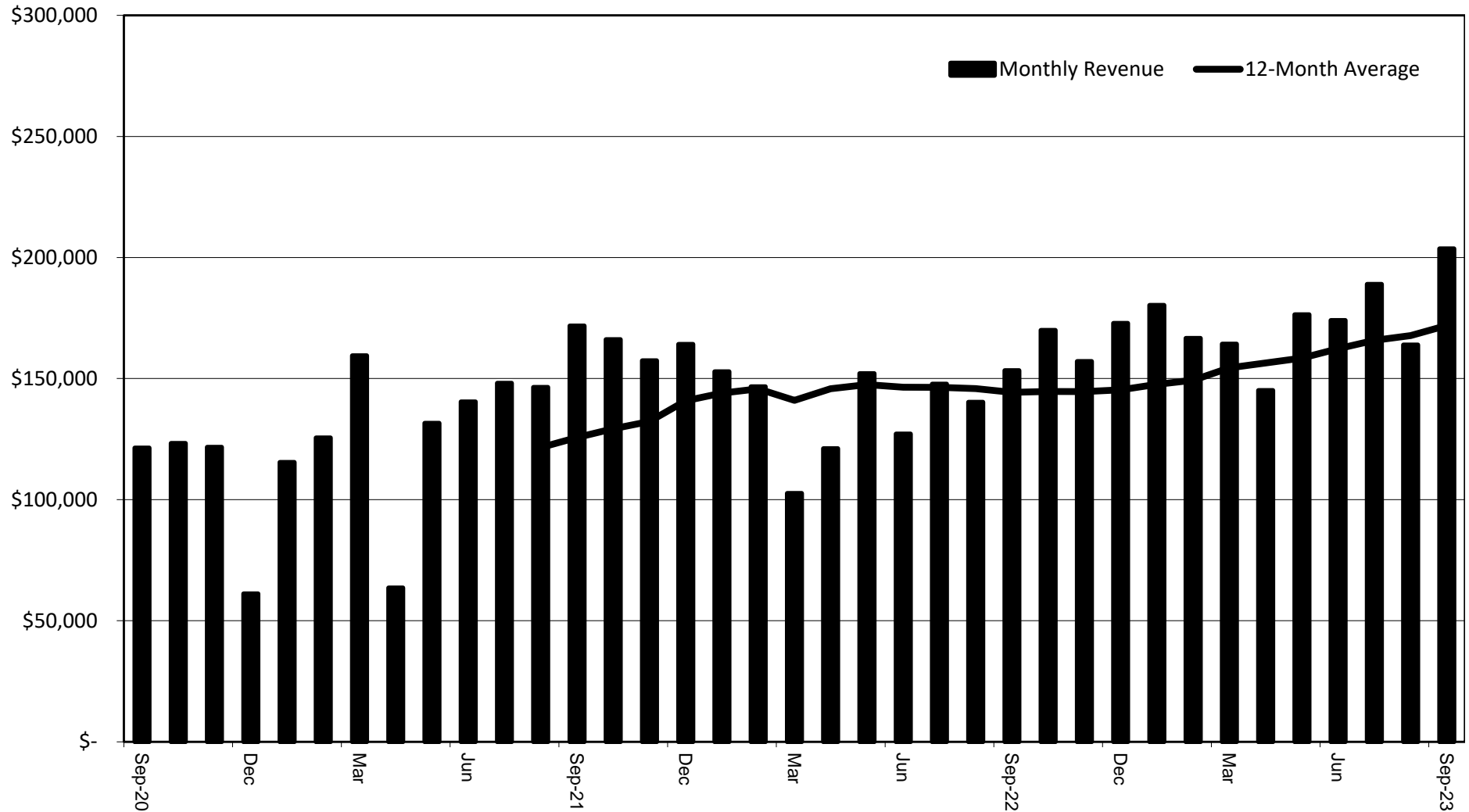


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NVTC MONTHLY GAS TAX REVENUE

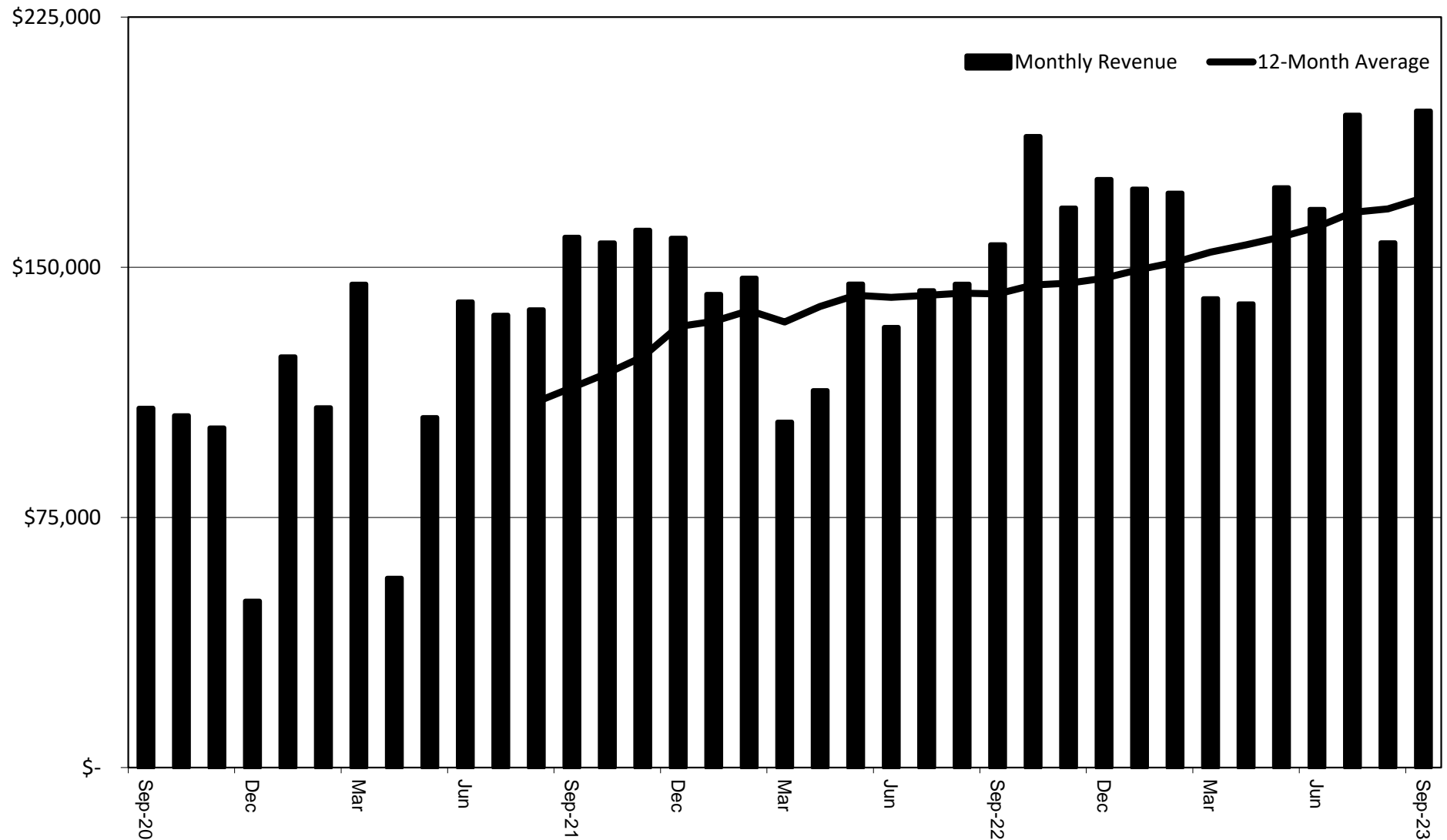
CITY OF ALEXANDRIA

FISCAL YEARS 2021-2024



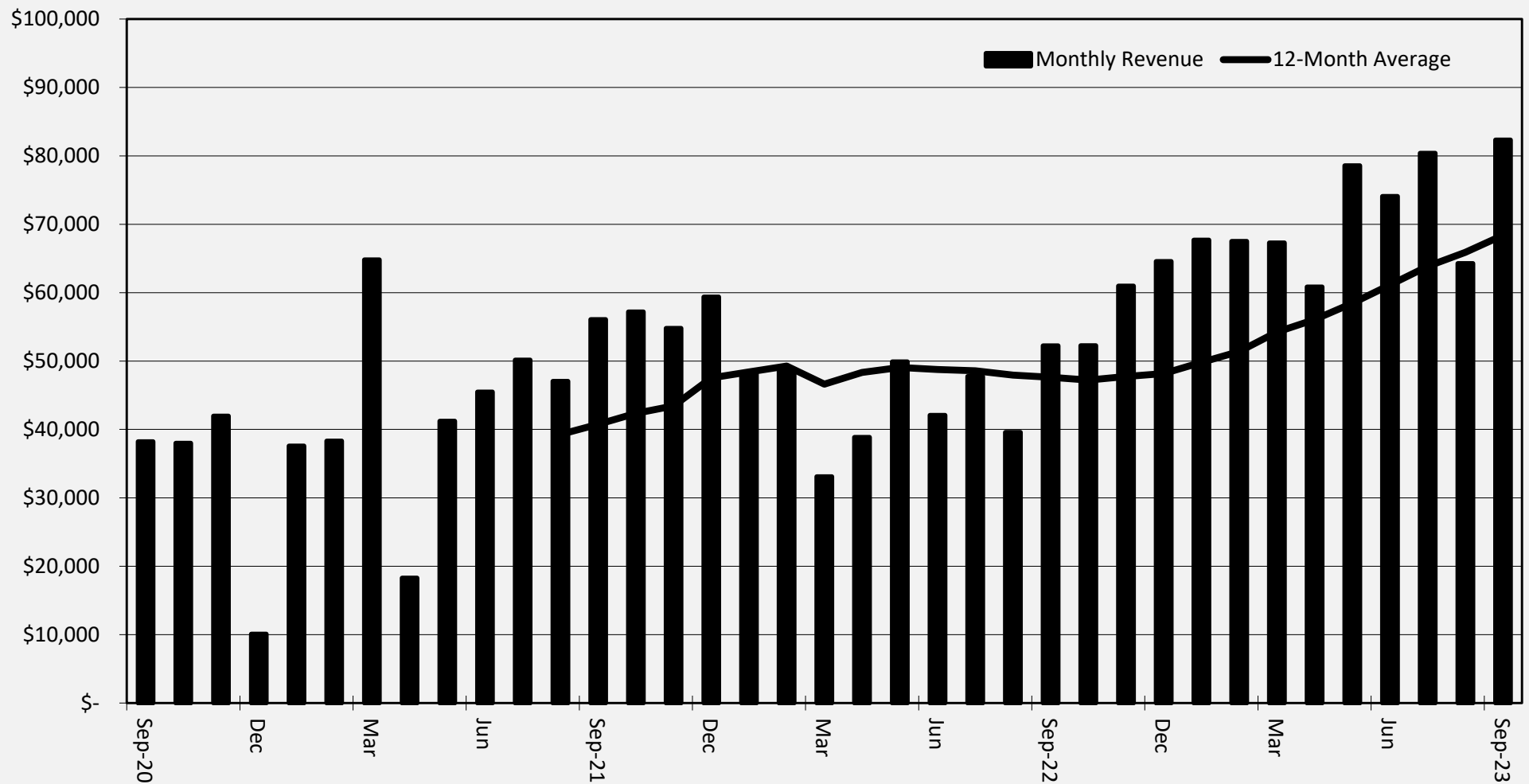
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2021-2024



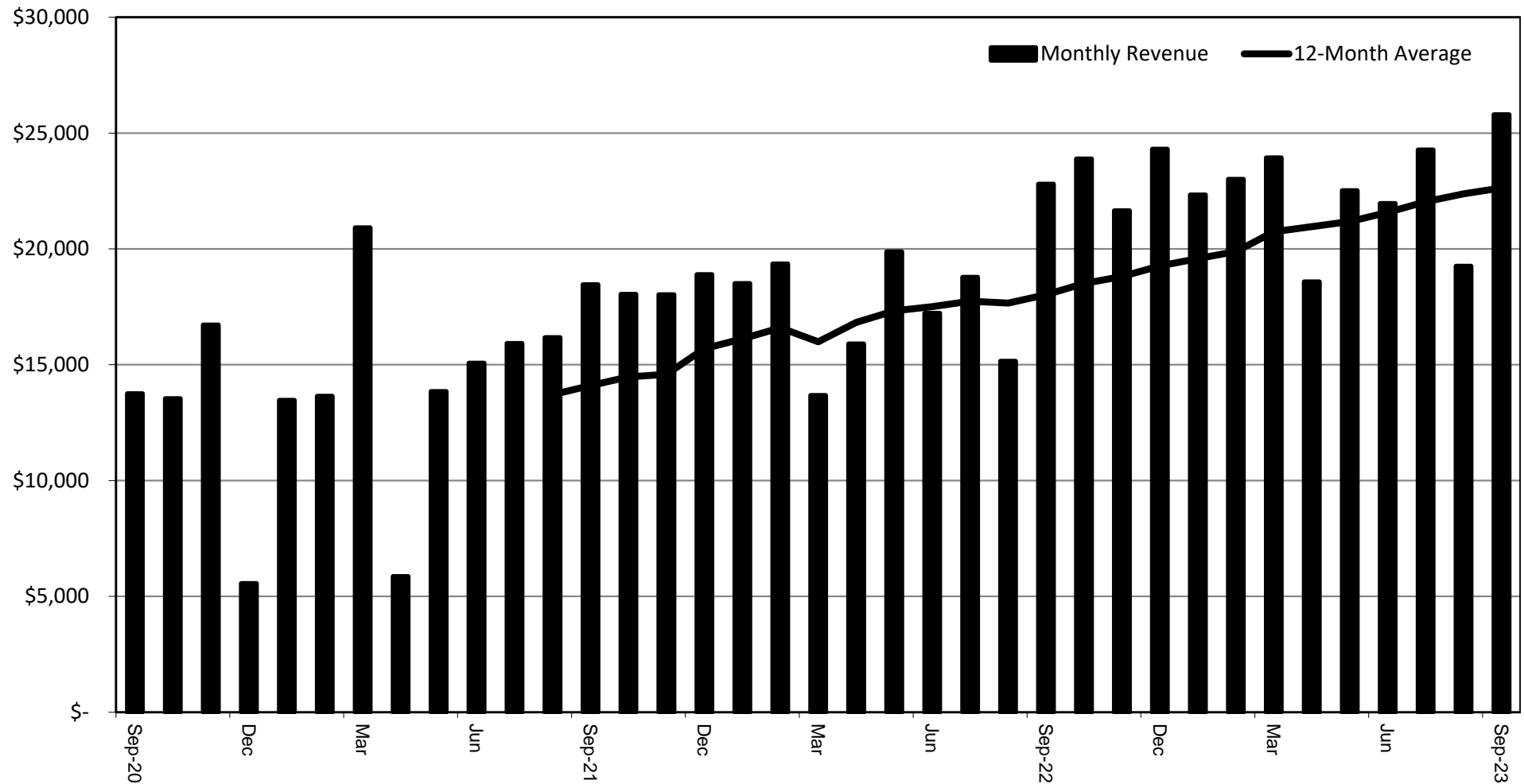
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2021-2024



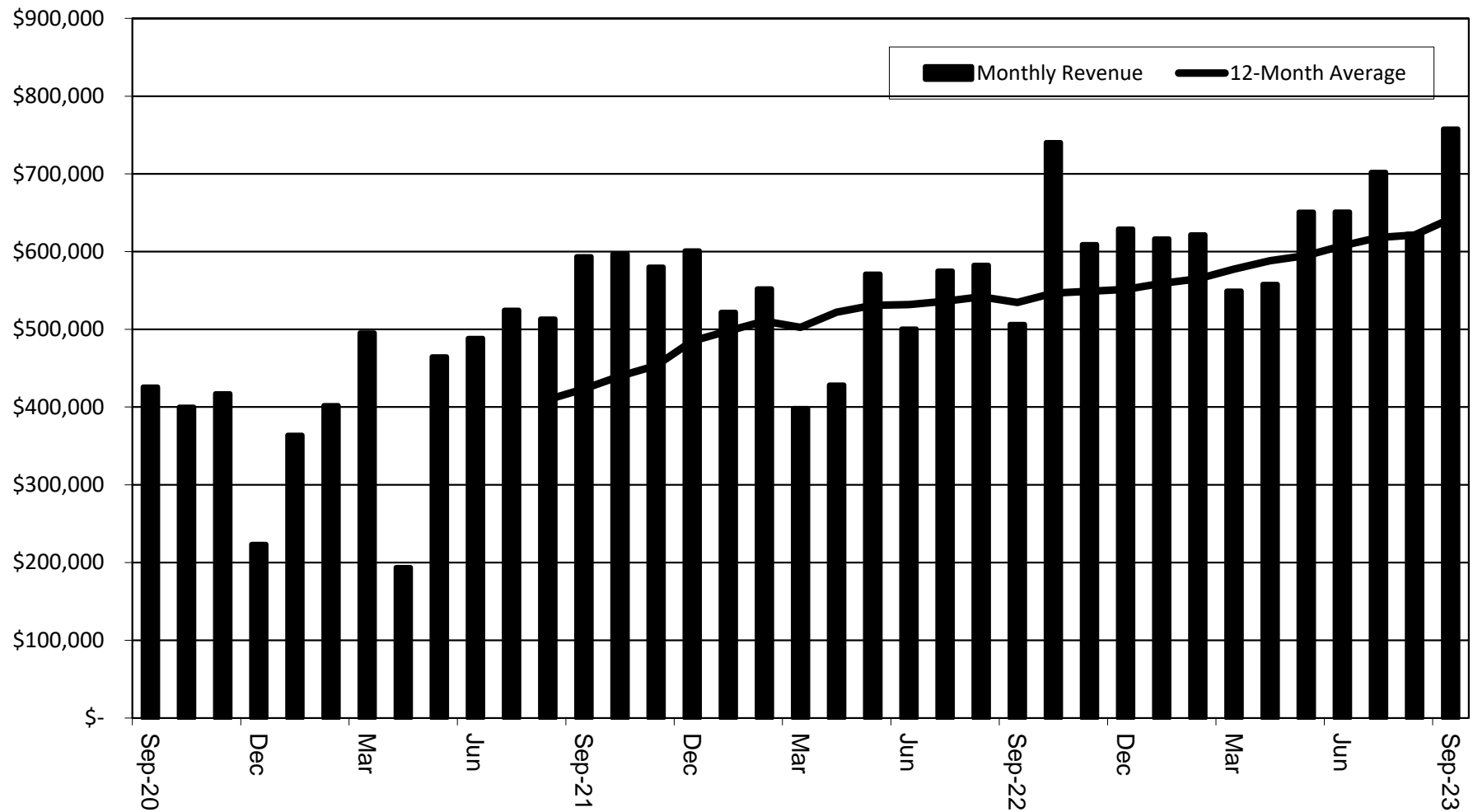
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2021-2024



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier .

NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2021-2024



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

TO: Chair Aguirre and NVTC Commissioners
FROM: Kate Mattice
DATE: October 26, 2022
SUBJECT: Closed Session

At the November meeting, the Commission will convene a Closed Session to discuss the executive director's annual performance review.

Motion to Enter into Closed Session:

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

Motion for Certification Coming out of Closed Session:

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

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