

**MINUTES**  
**NVTC COMMISSION MEETING –APRIL 4, 2024**  
**FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chair Snyder at 7:05 p.m.

Members Present

Walter Alcorn  
Sarah Bagley  
James Bierman, Jr.  
Matt de Ferranti  
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) *(via electronic participation)*  
Adam Ebbin  
Takis Karantonis  
Matt Letourneau  
Dalia Palchik  
Catherine Read  
Paul Smedberg  
David Snyder  
Dan Storck  
James Walkinshaw

Commissioners Absent

Canek Aguirre  
Juli Briskman  
Libby Garvey

Staff Present

Kate Mattice, Executive Director	Melissa Walker
Monique Blyther	Aimee Perron Seibert <i>(via electronic participation)</i>
Genoveva Cutrell	Rich Dalton (VRE) <i>(via electronic participation)</i>
Andrew D’huyvetter	Steve MacIsaac (VRE)
Matt Friedman	Joe Swartz (VRE)
Allan Fye	Nick Ruiz (VRE)
Rhonda Gilchrest	Christine Hoeffner (VRE) <i>(via electronic participation)</i>
Adam Hager	Randy Clarke (WMATA)
Xavier Harmony	Greg Potts (WMATA)
Scott Kalkwarf	
Daniel Knickelbein	
Ann McGrane	
Tenley O’Hara	
Ben Owen	
Robert Rudesill	
Noman Sayed	
Vikram Sinha	
Sophie Spiliotopoulos	

### Opening Remarks

Vice-Chair Snyder welcomed everyone to the March 7, 2024 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube. He noted that Chair de Ferranti will be joining later in the meeting since he is attending an Arlington County tax rate hearing.

Board Administrator Rhonda Gilchrest confirmed an in-person quorum. Vice-Chair Snyder stated that Ms. DeBruhl has requested electronic participation for a personal reason as she is out of state on travel.

Ms. Palchik moved, with a second by Smedberg, to approve Commissioner DeBruhl's requests for electronic participation via Zoom. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Ebbin, Letourneau, Palchik, Read, Smedberg, Snyder, Storck and Walkinshaw. The motion passed.

Vice-Chair Snyder welcomed WMATA General Manager/CEO Randy Clarke to the meeting and stated that the Commission looks forward to hearing and engaging with Mr. Clarke on Metro topics later in the Agenda.

Vice-Chair Snyder stated that the Agenda has been updated reflecting an additional action item on the Consent Agenda to authorize the chair to send a letter of support for a Fairfax County federal grant. There were no objections to this addition.

Ms. Mattice stated that NVTC received one general public comment this month. The Coalition for Smarter Growth has asked that the Commission consider studying land use and its connection to transit as a part of NVTC's Strategic Research Roadmap. Ms. Mattice noted that the meeting materials include an overview of this effort which will be presented to the Commission for discussion in May and approval in June. Commissioners received a copy of the Coalition's letter prior to the meeting.

### Minutes of the March 7, 2024 Meeting

Ms. Palchik moved, with a second by Ms. Bagley, to approve the Minutes of the March 7, 2024 meeting. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Palchik, Read, Smedberg, Snyder, Storck and Walkinshaw. Commissioners Ebbin and Letourneau abstained. The motion passed.

### Consent Agenda

Vice-Chair Snyder stated that there are two actions on the Consent Agenda:

- A. Authorize the Executive Director to Issue a Request for Proposals for State Government Relations Services

- B. Authorize the Chair to Send a Letter of Endorsement of Fairfax County's application to the Federal Transit Administration's FY 2024 Low or No Emission Grant Program and Grants for Buses and Bus Facilities Program

Ms. Palchik moved, with a second by Ms. Bagley, to approve the Consent Agenda. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Ebbin, Letourneau, Palchik, Read, Smedberg, Snyder, Storck and Walkinshaw. The motion passed.

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

Vice-Chair Snyder thanked Mr. Clarke for joining NVTC at this meeting and noted that the health and stability of the Metro network is vital to the communities, economy and mobility in Northern Virginia. The region is waiting for the final decisions in the General Assembly regarding additional WMATA funding and flexibility with the 3% cap, as well as watching what is happening in Maryland and DC since the entire region benefits and cannot function without the Metro system. He then asked Virginia WMATA Board Members Letourneau and Smedberg to make introductory remarks.

Mr. Smedberg stated that WMATA has been transformed over the last 18 months since General Manager/CEO Randy Clarke arrived. Mr. Clarke and his team have really stepped up. Mr. Smedberg gave an overview of their involvement with meetings with Governor Youngkin and his team; Secretary of Transportation Miller and DRPT Director DeBruhl; as well as legislators. He thanked Senators Ebbin, Boysko and Marsden; Delegates Sickles and Surovell; and NVTC's Legislative Liaison Aimee Perron Seibert. He also expressed appreciation for Mr. Letourneau's work on the WMATA Board and his service as chair of the Finance and Capital Committee.

Mr. Letourneau gave a brief update on the WMATA budget and the adjustments made since the last NVTC meeting. Virginia's budget request has been modified down, which will help a bit with individual jurisdictional subsidies. The WMATA Board is poised to take action on the budget next week. He thanked NVTC staff for their support of Metro during the General Assembly Session. He then turned it over to Mr. Clarke.

Presentation by WMATA General Manager/CEO Randy Clarke. Mr. Clarke recognized the hard work of WMATA Board Chair Paul Smedberg and WMATA Finance and Capital Committee Chair Matt Letourneau. He also thanked Ms. Mattice and the NVTC team.

Mr. Clarke reported that there was a fatality shooting on a Red Line Metrorail platform earlier in the afternoon. Gun violence is a problem across the county, but WMATA is working hard to address security issues, including a larger police presence at stations.

Mr. Clarke then reviewed the benefits of Metro to the region. He also stated how proud he is of his team, by making sure the region recovers from the pandemic and Metro providing excellent service. WMATA has increased its transparency and there is a lot of oversight, which can be found on Metro's website. He noted that WMATA had its ninth straight clean financial audit. He also reviewed customer satisfaction. Last quarter, WMATA achieved its highest customer satisfaction rating of 88% in its history. He also stated that last year, WMATA partnered with Fairfax County

for a Federal Transit Administration (FTA) grant for \$104 million to purchase electric buses and upgrades of the Cinder Bed facility to support electric buses.

Mr. Clarke stated that WMATA's Transformation Plan is a "north star" which will lead and drive the organization and it includes action plans. Commissioners were provided with a copy of Annual Transformation Report. He then provided some statistics showing the growth in ridership. He noted that Metro is going in the right direction. He also discussed fare evasion and security and the steps WMATA has taken to address the issues.

Mr. Clarke then addressed the FY 2025 budget. He stated that fares need to be carefully optimized as it is important not to drive riders away. He reviewed the proposed fare changes in the budget as well as service efficiencies and reductions. WMATA's funding jurisdictions have communicated a commitment of \$480 million in additional operating funding in FY 2025 (which is above the 3% cap), including \$200 million from the District of Columbia, \$150 million from Maryland, and \$130 million from Virginia. Final subsidy levels will be set according to subsidy formula. WMATA anticipates an April approval of the FY 2025 budget by the WMATA Board.

Mr. Clarke noted that the Fleet of the Future Expo was open on the National Mall from March 20 through April 3 and it showcased the new world-class 8000-series railcar design, a zero-emission bus, and a pop-up shop with special Metro merchandise. More than 40,000 visitors experienced the expo over the two-week period.

Vice-Chair Snyder thanked Mr. Clarke for his presentation and asked for questions and comments from Commissioners. Ms. Palchik asked about the 28A bus and if bus service cuts are off the table. Mr. Clarke confirmed that the revised budget has no bus service cuts. Ms. Palchik also asked about how to get buses to function as partners to target youth and the elderly to let Metro "do the driving" and get them used to using transit. Mr. Clarke observed that riding the bus can be intimidating to many people, so the key is to make it as simple as possible. Ms. Palchik agreed that the more that can be done it make is easier, the better. Mr. Alcorn thanked Mr. Clarke for his advocacy on safety and fare evasion. The region depends on transit, and Metro has had a remarkable turn-around. Mr. Alcorn stated that there are challenges ahead, but he thanked Mr. Clarke in advance for his commitment. Mr. Clarke stated that Metro is the backbone of the region's success and noted that the mindset should be that everything is on the table for discussion.

Chair de Ferranti joined the meeting at 7:40 p.m. and Vice-Chair Snyder passed the gavel to him.

Ms. Bagley asked if the budget situation has changed the plans for the 8000-series railcars. Mr. Clarke stated that WMATA needs to figure out how to exercise Option 1. The original base order will replace all the 3000-series railcars. He reviewed the replacement of the 2000-series. The 7000-series are going well now and the 6000-series have about 15 years of life left. He stated that at some point, long-term funding will need to connect both operating and capital and couple them for a strategy. Ms. Bagley also asked about bikes on Metro and the impact on service. Mr. Clarke responded that the goal is to get people out of cars, so bike ridership should not be considered competing with other transit. He stated that the 8000-series design has space for bikes, strollers, wheelchairs, etc. He stated that land use is also a major component.

Mr. Walkinshaw asked about salary and wage adjustment assumptions. Mr. Clarke stated that the budget has no wage increase for non-union workers. He explained that his budget proposal is different from collective bargaining.

Mr. Karantonis joined the meeting at 7:50 p.m.

Mr. Storck asked about the estimates in reduction in ridership resulting from fare increases and if there are studies on this. Mr. Clarke provided some more information about the projections of 5% reduction in ridership. WMATA cannot control the federal government work force, pandemics, etc. and there is elasticity so ridership may not be impacted as much as predicted. For riders with a fixed-income, fare increases make a difference. WMATA hopes that running high quality transit service will negate the impact of any fare increase. Mr. Storck thanked WMATA for their support of the future interface with the Huntington Metro Station and the Richmond Highway BRT.

Ms. Palchik asked about demand pricing for parking and how it impacts by location. Mr. Clarke stated that WMATA is looking to update its parking management system. Mr. Snyder stated that BRT has a real future and he asked for WMATA engagement on the Route 7 BRT project. Mr. Smedberg updated the Commission on the Inspector General search.

Chair de Ferranti thanked Mr. Clarke for joining the Commission to discuss these important issues.

Report from the Chair of the NVTC WMATA Committee. WMATA Committee Chair Alcorn reported that NVTC staff have been working hard over the last few months to finalize the Metro Operating Funding and Reform Working Group Report, an effort which staff kicked off with the WMATA Committee approximately one year ago. The WMATA Committee received several briefings in the fall and a final presentation in February. This report lays out a menu of revenue options for new transit funding in Northern Virginia along with reform and accountability findings for WMATA. The report will serve as a foundational component of the upcoming Senate Joint Resolution 28 study that's slated to begin in several months.

Mr. Alcorn also announced that there will be a joint WMATA Committee and Legislative and Policy Committee meeting on Thursday, May 16 at 6:00 p.m. in NVTC's Suite #230 conference room. He then asked Mr. D'huyvetter to give the presentation on the Working Group report.

WMATA Senior Program Manager Andrew D'huyvetter stated that the Metro Operating Funding and Reform Working Group was a staff level effort that started in 2023 at the direction of the Commission to develop funding options for WMATA in light of anticipated operating fiscal cliff as federal aid was exhausted. The group met three times in 2023 and staff provided numerous updates on the Working Group's progress and findings to the WMATA Committee, the Legislative and Policy Committee, and the Commission over the last year. The Working Group effort was foundational to the WMATA Reform, Accountability and Oversight recommendations in the 2023 Annual Report on the Performance and Condition of WMATA, which the Commission approved in December. The Working Group set out to develop a menu of revenue options to provide technical information to Commissioners and other stakeholders to inform potential conversations about the long-term solutions to close the WMATA operating funding gap. As the

effort continued and it became apparent the region would need to secure short-term funding first, the concept was broadened to include a capital solution for WMATA - as that capital fiscal cliff is looming on the horizon – and to include funding for all transit agencies operating in the NVTC district as these agencies are also feeling the impacts of the pandemic albeit at different scales and timelines.

Mr. D’huyvetter stated that the Working Group also set out to benchmark WMATA against peer transit agencies in terms of accountability measures – namely posting public information on their websites – and report on its findings. WMATA did well, performing above average compared to its peers. This reflects the significant quantity and quality of reports, open data resources, and other information produced by WMATA for the public and the way those products have improved since 2018. The report also discusses the 3% legislative operating cap. While this was not an explicit charge of the Working Group, it was a common theme that emerged in the work as the problematic nature of the unintended consequences of the current 3% legislative operating cap are an area of growing concern for the jurisdictions. The report documents these findings and includes some considerations for a potential future revised cap.

Mr. D’huyvetter noted that the Working Group started with broad consideration of 41 different revenue sources and narrowed those down to 10 sources where the consultant team prepared revenue estimates. Diversity was a big theme in their selection. These 10 sources are a mix of sources that are already used for transportation at the state or regional level in Virginia, some that are used only at the state level, and some that are not currently levied in Virginia. There is also a wide range of the size of revenue generated as well as the proportionality within the NVTC district. All 10 were estimated for FY 2025 at the NVTC district level, and four were estimated at a statewide level for prior fiscal years. In addition to developing revenue estimates, the Working Group was also charged with developing a recommendation about the structure and flow of those revenues.

Mr. D’huyvetter explained that the recommendation is to have any new regional or statewide funds flow to NVTC for the benefit of transit agencies in the NVTC district. This would accomplish goals to support all transit providers in the NVTC district, provide a long-term solution to Virginia’s share of WMATA’s operating and capital funding needs, create a model that recognizes that NVTC jurisdictions receive different levels of WMATA transit services and provide funding for their own local bus systems, and that several NVTC cities and counties also fund VRE. As NVTC is the co-owner of VRE, a compact eligible funding partner to WMATA, has a funding coordination role with all the transit agencies in the district, and has elected officials representing these funding jurisdictions and their transit agencies, NVTC is the right place to direct any new funding, and NVTC would develop an allocation framework to help accomplish these objectives. This revenue structure recommendation also envisions that any new sources would be in addition to and on top of the existing Virginia funding structure, and that after the lessons of the 2018 funding deal, that the establishment of any dedicated revenues should not come at the expense of existing revenues or recipients.

Mr. D’huyvetter stated that the Working Group report is a foundational document in the SJ28 Mass Transit in Northern Virginia Legislative Study that was sponsored by Senator Ebbin. This joint resolution establishes a joint subcommittee to study long-term, sustainable, dedicated

operating and capital funding for all transit agencies in the NVTC and PRTC districts, and to study cost containment controls and strategies for WMATA.

Mr. D'huyvetter reminded Commissioners that in 2023, NVTC debuted the Value of Transit to the Commonwealth Study. That year NVTC also started the Working Group process, whose work informed recommendations in the 2023 Annual Report on the Performance and Condition of WMATA. With the release of this Working Group report this month, both of those reports will be foundational inputs into the SJ28 study. That study will look at additional inputs, like NVTC's Regional Bus Analysis, the VRE System Plan, local transit agency Transit Strategic Plans, and WMATA's capital and operating needs, as the study charts a path forward. The joint subcommittee will consist of mostly senators and delegates, a Virginia WMATA Board member, a member of NVTC, and Executive Director Mattice. The Technical Working Group also includes NVTC. The SJ28 study has an interim report due to the General Assembly in November 2024 and a final report due in November 2025. While this effort is very Virginia focused, it is envisioned that it will plug into other regional efforts including those occurring in DC and MD as the region collectively looks for a long-term funding solution.

Chair de Ferranti thanked staff for their hard work on the report and also thanked Senator Ebbin for his legislation creating the SJ28 subcommittee to look at these important issues.

Mr. Ebbin moved, with a second by Mr. Karantonis, to accept the NVTC Metro Operating Funding and Reform Working Group Report. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, de Ferranti, Ebbin, Karantonis, Palchik, Read, Smedberg, Snyder, Storck and Walkinshaw. (Mr. Letourneau was not in the room during the vote.) The motion passed.

Mr. Bierman left the meeting at 8:13 p.m. and did not return.

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

Chair de Ferranti noted that Legislative and Policy Committee Chair Aguire was unable to attend this meeting, so he asked Ms. Perron Seibert to provide more details about what is happening with the budget and upcoming Reconvene Session. Ms. Perron Seibert stated that there is not much to report as everyone is waiting for the Governor's action to accept, amend or veto the budget by the Monday, April 8 midnight deadline. She explained the budget process.

Ms. Mattice reported that DRPT held its regular meeting of the Transit Service Delivery Advisory Committee (TSDAC) last week. At that meeting, they provided year-over-year transit ridership for the entire Commonwealth, which highlighted annual growth in ridership. All Virginia transit ridership was up 20% for 2023 compared to 2022 as well as WMATA up 27% and VRE up 12%. Regarding funding in general, DRPT is not planning any changes.

For federal updates, Ms. Mattice recognized the City of Alexandria for being awarded a federal grant of \$550,000 to support transit-oriented development (TOD) planning at the Landmark Mall area of the proposed Duke Street BRT corridor. This planned corridor will provide transit access along approximately 3.7-mile stretch of Duke Street, connecting two ends of the city from the planned West End (former Landmark Mall) mixed-use development to the King Street Metrorail

Station and Alexandria Union Station. She reviewed some of the other grant programs available to the jurisdictions. She also announced that APTA's Legislative Conference starts this upcoming weekend, which she will be participating in the committee meetings.

### Transit Research Center

Chair de Ferranti asked Senior Program Manager Xavier Harmony to give a presentation on the Climate Benefits of Transit in Northern Virginia. Dr. Harmony explained that staff have been working on this report over that last few months to look at how transit generally benefits the climate, provide a summary of Northern Virginia policies that intersect transit and the environment, quantifies climate benefits of transit, and concludes with recommendations for the region. The report will be released next week on NVTC's website. He stated that the study is important because transportation is the greatest source of U.S. emissions. Northern Virginia's share is 10% higher than the average for the D.C. region. Transit can help mitigate transportation emissions. Since the pandemic, transit ridership has recovered slower than driving, which has a potential for significant climate impacts. He then reviewed the key findings:

- The use of public transit in Northern Virginia reduces 120,000 to 160,000 Metric tons of CO<sub>2</sub> annually.
- All bus fuel types, even diesel buses, are a much greater environmental option than using cars.
- Electric cars need to make up a much larger proportion of on-road vehicles before other bus fuel types become better options.
- There are opportunities for the region's jurisdictions and transit agencies to learn from each other's policies.

Dr. Harmony then reviewed the study's recommendations:

- Increase ridership (*shorter-term*)
- Reduce miles and hours when a transit vehicle is not taking passengers ("deadheading") where possible (*shorter-term*)
- Increase the amount of transit in the region (*medium-term*)
- Speed up buses using bus priority infrastructure and policies (*medium-term*)
- Transition to zero-emission buses (*longer-term*)

Ms. Palchik asked if the report will help with NVTC's Strategic Research Roadmap. Dr. Harmony stated that more will be discussed at the April 15 Program Advisory Committee meeting and he expects NVTC will continue with more similar studies as part of the roadmap. This type of data and research will help with long- and short-term planning to make informed decisions. Just by running transit every day helps the environment.

Mr. Snyder stated that he has heard statements that just converting cars to electric will do the job of meeting the environmental goals. He asked for some additional information and a "word track" to explain the "85% of all on-road cars need to be electric for electric buses to be as good for the climate as diesel buses are today" listed in the complex chart in the presentation slides



(Key Finding #3 slide). He wants to know if the region can meet its transportation environmental goals simply by converting cars to electric vehicles, but that won't be achievable for years, so what can be done to meet those goals. Dr. Harmony stated that the report has a narrow focus and doesn't discuss land use, which would also benefit the discussion. Mr. Snyder asked that staff keep his request purely focused on transit. Mr. Alcorn asked if the final report addresses system optimization and if there are situations for an environmental argument to drop transit service if it is underperforming. Dr. Harmony stated that there can be multiple reasons to drop service. Chair de Ferranti stated that it is a great question and worthy of study.

### Virginia Railway Express (VRE)

Chair de Ferranti asked VRE CEO Rich Dalton, who was participating virtually, to give his report followed by VRE Operations Board Vice-Chair Bagley to present the information item.

VRE CEO Report. Mr. Dalton reported that VRE continued to see a slight increase in ridership in the month of March and an increase in federal workers returning to the office. On-time performance systemwide for the month of March did not meet the 90% target, with some of the reasons due to switch issues, congestion, and a fire adjacent to the tracks near Quantico. On-time performance for the first few days of April has been good.

VRE 2050 System Plan. Ms. Bagley stated that since June 2022, VRE has been updating the System Plan to respond to the numerous changes in regional travel patterns. A lot has changed since the System Plan was last updated in 2014, with the rise in telework and non-traditional work schedules, changing regional demographics, as well as a major commitment by the Commonwealth to grow and improve rail service through Transforming Rail in Virginia. The Commission will be asked to adopt the full 2050 System Plan at a future meeting. She introduced VRE Planning Program Manager Nick Ruiz, who will provide more information on the VRE 2050 System Plan.

Mr. Ruiz gave some background information on the System Plan. He noted that this region is projected to grow in the next 25 years by 35% but neighbors to the south in the Fredericksburg area are expected to grow by a much larger percentage of 60%. Telework still remains a strong fixture in the post-pandemic world. By 2030 when the Long Bridge and other projects are completed, VRE will be able to run over 60% more service than current levels. He noted that the Northern Virginia region does not end at the Occoquan River and any improvement VRE makes will benefit those people living outside of the NVTC jurisdictions but will also benefit NVTC jurisdictions if more people traveling through the region use transit. Part of the plan vision statement is that "VRE will grow to serve the region as the transportation service of choice, creating meaningful connections and economic opportunities in a safe, sustainable, and equitable manner."

Mr. Ruiz reviewed the plan's strategic goals and the plan process, which includes a three-phase approach. He reviewed service improvements and key infrastructure projects by 2030, which include running full weekend service and a new mid-day DC storage facility. He then reviewed the 2050 recommendations and benefits to the region. VRE's vision is to become a regional transit "spine" where all VRE stations by 2050 will have connectivity to other transit systems so

a person can connect via VRE for longer distance travel. Projections have average daily ridership to grow to 21,000 by 2030 and 28,000 by 2050, which takes cars off the road.

Mr. Ruiz stated that in June the VRE Operations Board is expected to recommend Commissions' approval of the 2050 System with the expectation that it will be presented to the Commissions for action at their July meetings.

Mr. Alcorn asked for more land use information when the System Plan comes back to the Commission. Mr. Ruiz stated that VRE used the Metropolitan Washington Council of Governments/Transportation Planning Board's current models, but he could provide Mr. Alcorn with more information. Mr. Walkinshaw stated that this is a visionary plan. Between now and 2050 the fastest growing region, besides Loudoun County, will be the southern VRE jurisdictions. He stated that it is critical to make it through this challenging time of post-pandemic VRE history, but VRE needs a plan so that all those cars aren't driving through NVTC's jurisdictions in the future. He observed that VRE's first Saturday service will be a key experiment to see how popular and successful it is as a flexible service model.

Mr. Smedberg asked about VRE service running into Maryland. Mr. Ruiz stated that it is not included in the System Plan and the short answer is there is way less demand for this type of service, so VRE chose not to pursue it at this time. VRE also did not include any new rail lines.

Mr. Letourneau left the meeting at 9:08 p.m. and did not return.

Mr. Snyder stated that the assumption is that if VRE provides more service, more people will ride. But if they are riding VRE at the current percentage of riders, VRE will have expended a large amount of resources for a small number of riders. He asked what projections VRE is making that assumes the future trains will have more riders, especially with the popularity of telework. Mr. Ruiz stated that there is elasticity when service is expanded and the usefulness of that service increases. VRE would like to diversify its ridership to capture non-federal workers and to do that, VRE will need to provide service at different times of the day. Secondly, based on the travel demand models, telework won't go back to 2019 levels, so the ridership figures in the final System Plan will be reported as a range.

Ms. Bagley stated that it is interesting to note that Metro ridership recovery was not in the peak hours, but VRE didn't have that same option to provide off-peak service. The new weekend service will be a good experiment. There does seem to be interest and demand for transit travel in off-peak hours.

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

DRPT Director DeBruhl encouraged Commissioners to read her written DRPT Report. She announced that DRPT is finalizing the Six Year Improvement Plan (SYIP) and will start accepting public comment on the SYIP starting on April 16. The Northern Virginia public hearing is scheduled for April 23 [the date of which has been subsequently changed to April 25] and a DRPT stand-alone statewide hearing on May 16 (both virtual and in-person). DRPT collects ridership data for its monthly CTB report as well as for the data portal on DRPT's website. This data tells a

great story of transit in the Commonwealth. She also reported that the American Public Transportation Association (APTA) and the Japan International Transport and Tourism Institute (JITTI) are hosting a rail symposium on April 11 and registration is free. She is moderating a panel discussion and will be able to highlight the great work the Commonwealth is doing on passenger rail.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events including a recent staff retreat.

She reminded Commissioners about NVTC's 60<sup>th</sup> anniversary events. NVTC staff have launched social media historical highlights. NVTC is also hosting a Transit Innovation Summit at George Mason on Friday, June 14 and an evening anniversary celebration with a documentary premiere on the evening of Thursday, September 5.

Ms. Mattice introduced a new staff member, Daniel Knickelbein, who joined NVTC in March as a senior program analyst. He will primarily support the Commuter Choice program and has already expressed interest in supporting the Envision Route 7 Bus Rapid Transit system program as well as legislative work. Daniel worked as a Transportation Planner at TranSystems in Chicago and other previous experience includes working for a Council of Governments in the Chicago area and the Broward Metropolitan Planning Organization in Fort Lauderdale, Florida.

Ms. Mattice reviewed upcoming meetings, including the Program Advisory Committee meeting on April 11 at 4:30 p.m., a joint WMATA Committee and Legislative and Policy Committee meeting on May 16 at 6:00 p.m., and Commission meetings on May 2 and July 18 (all-virtual in lieu of July 4).

Ms. Mattice stated that the February Financial Reports were provided in the meeting materials. There were no comments or questions.

### Adjournment

Without objection, Chair de Ferranti adjourned the meeting at 9:21 p.m.

Approved this 2<sup>nd</sup> day of May 2024.

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Matt de Ferranti  
Chair

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Sarah Bagley  
Secretary-Treasurer