

MINUTES
NVTC COMMISSION MEETING –JANUARY 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 Chair Palchik at 7:05 p.m.

Members Present

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

Staff Present

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| Kate Mattice, Executive Director | |
| Monique Blyther | |
| Genoveva Cutrell | |
| Andrew D’huyvetter | Noman Sayed |
| Matt Friedman | Vikram Sinha |
| Allan Fye | Sophie Spiliotopoulos |
| Rhonda Gilchrest | Nathan Varnell |
| Adam Hager | Melissa Walker |
| Xavier Harmony | Aimee Perron Seibert (<i>via electronic participation</i>) |
| Scott Kalkwarf | Rich Dalton (VRE) |
| Ann McGrane | Steve MacIsaac (VRE) |
| Tenley O’Hara | Mark Schofield (VRE) |
| Ben Owen | Joe Swartz (VRE) |

Opening Remarks

Chair Palchik welcomed everyone to the January 4, 2024 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube.

Board Administrator Rhonda Gilchrest confirmed an in-person quorum. Chair Palchik stated that Mr. Snyder requested electronic participation for a medical reason and Ms. DeBruhl requested electronic participation under the provision that she lives over 60 miles from the meeting location.

Mr. Ebbin moved, with a second by Ms. Garvey, to approve Mr. Snyder's and Ms. DeBruhl's requests for electronic participation. The vote in favor was cast by Commissioners Aguirre, Bagley, Briskman, de Ferranti, Ebbin, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg and Tuck. (Mr. Snyder and Ms. DeBruhl did not participate in the vote.)

Chair Palchik reviewed highlights of the meeting agenda and noted that the meeting includes NVTC's annual public hearing on the Work Plan. She provided some guidelines to the public on how to give their in-person comments. Also with such a full agenda, she suggested grouping some actions together as block votes to help save time. There were no objections.

Ms. Mattice stated that NVTC did not receive any general public comments this month.

Oath of Office for a New Commissioner

Chair Palchik announced that Loudoun County Board Supervisor Juli Briskman has been appointed to NVTC to replace Mike Turner. Chair Palchik welcomed Ms. Briskman to NVTC and administered the ceremonial oath of office. Commissioners welcomed Ms. Briskman to NVTC. (Ms. Briskman was officially sworn in prior to the meeting.)

Ms. Briskman thanked the Commission and provided some information about her district and stated that she looks forward to serving on NVTC.

Recognition of Departing Commissioners

Chair Palchik noted that NVTC is saying farewell to two Commissioners: Fairfax County Board Chair Jeff McKay and Loudoun County Board Supervisor Mike Turner. Resolutions of Commendations were prepared for both of them.

Mr. Smedberg moved, with a second by Mr. Ebbin, to approve the Resolutions of Commendation for the Honorable Jeffrey C. McKay and the Honorable Michael Turner on their departure from NVTC. The vote in favor was cast by Commissioners Aguirre, Bagley, Briskman, de Ferranti, Ebbin, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg and

Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed. (Copies of the resolutions are attached.)

Chair Palchik noted that Fairfax County Board Chair Jeff McKay is one of NVTC's longest serving Commissioners, representing Fairfax County on NVTC since 2008 and serving as NVTC's chair on two occasions in 2013 and 2017. Mr. McKay also served on the WMATA Board of Directors from 2008-2012. She noted that Mr. McKay has been an incredible champion for public transit in Northern Virginia and understands the positive benefit transit has on the environment and reaching regional greenhouse gas reduction goals and supports local and regional efforts to transition to zero-/low-emission bus fleets. He has been one of biggest champions of NVTC's key study examining the Value of Northern Virginia Transit to the Commonwealth.

Mr. Alcorn arrived at 7:11 p.m.

On behalf of the entire Commission, Chair Palchik thanked Mr. McKay for his years of service and noted that he will be missed. She expressed her personal appreciation to Mr. McKay and she stated that she feels fortunate to be able to continue to serve with him on the Fairfax County Board of Supervisors.

Mr. McKay thanked the Commission and stated that he has had a great run of 16 years at NVTC, but now is the time to give a new Commissioner the opportunity to serve. Looking back at all the years he has served on NVTC, without a doubt the Commission is a much better place today than it was when he started on NVTC and this is because of the quality of the Commissioners, as well as the quality of the staff and the amazing work they do. NVTC's future is bright and Commissioners understand the importance of regionalism. Chair Palchik asked Mr. McKay to join her up front to present him with the Resolution of Commendation and a trophy award. Commissioners congratulated Mr. McKay.

Chair Palchik stated that Loudoun County Board Supervisor Mike Turner has served on NVTC since 2020 and has been an active member of the Program Advisory Committee. He was a champion of the Silver Line opening and advancing transit options for all residents of Northern Virginia. On behalf of the entire Commission, Chair Palchik thanked Mr. Turner for his years of service and noted that he will be missed.

Mr. Turner thanked the Commission and stated that he echoes Mr. McKay's comments that Ms. Mattice and her staff have been amazing to work with as well as with NVTC's dedicated Commissioners. Chair Palchik asked Mr. Turner to join her up front to present him with the Resolution of Commendation and a trophy award. Commissioners congratulated Mr. Turner.

Chair Palchik noted that there could be more Commissioner appointments in the coming months as NVTC anticipates new House and Senate appointments as well as new members from NVTC's jurisdictions.

Mr. Turner left the meeting and did not return.

Annual Leadership and Governance

Slate of Officers for 2024. Chair Palchik stated that the Executive Committee recommends the following slate of officers for 2024:

Chair: Matt de Ferranti from Arlington County
Vice-Chair: David Snyder from the City of Falls Church
Secretary-Treasurer: Sarah Bagley from the City of Alexandria

There were no other nominations. Mr. Karantonis moved, with a second by Mr. Alcorn, to approve the slate of officers for 2024. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Briskman, de Ferranti, Ebbin, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg and Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed.

Chair Palchik invited the new officers up front and she administered the oath of office (Mr. Snyder participated virtually). Commissioners congratulated the new officers. Outgoing Chair Palchik passed the gravel to Chair de Ferranti, who took over chairing the meeting.

Recognition of the Outgoing Chair. On behalf of the entire Commission, Chair de Ferranti thanked Dalia Palchik for her exceptional service as chair during 2023. A Resolution of Commendation was prepared for Ms. Palchik and he provided some of the highlights. He noted that Ms. Palchik has been an advocate for equity in all aspects of transit, including zero and reduced fare initiatives that benefits those most in need, multi-lingual community outreach and marketing, and transit-oriented economic development in Northern Virginia. He noted that she was NVTC's first Latina chair.

Chair de Ferranti stated that in 2023 Ms. Palchik led NVTC during its 59th year of operations, overseeing major milestones and accomplishments that included:

- Releasing NVTC's key study examining the Value of Northern Virginia Transit, finding that the Commonwealth of Virginia receives \$1.5 billion in annual tax revenue as a direct result of the region's vast transit network;
- Setting records in the Commuter Choice program with the highest level of public outreach and engagement in Spanish and English, supporting five million trips on the I-66 and I-395 corridors, saving travel time, fuel costs and reducing emissions;
- Publishing NVTC's 6th *Annual Report on the Performance and Condition of WMATA*, with near-term recommendations to stabilize WMATA and sustain its ridership recovery over the next few years and avoid devastating service cuts, as well as to offer a framework to develop longer-term funding and reform solutions;
- Advancing the Envision Route 7 BRT project towards its final stage of planning;
- Launching the Regional Zero-Emission Strategic Plan to identify challenges and opportunities in transitioning local bus fleets away from fossil fuels; and
- Expanding NVTC's latest regional transit marketing to engage wider audiences including minority and Spanish-speaking communities.

Ms. Garvey moved, with a second by Mr. McKay, to approve the Resolution of Commendation for the Honorable Dalia Palchik for her service as chair in 2023. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Briskman, de Ferranti, Ebbin, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg and Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

Chair de Ferranti presented Ms. Palchik with the Resolution of Commendation and a trophy award. Commissioners congratulated Ms. Palchik for her service. Ms. Palchik thanked the Commission and stated it was an honor and privilege to serve as NVTC's chair during 2023.

NVTC Board Appointments, Committee Roster and Signatories/Pension Trustees. Chair de Ferranti stated that unless there are objections, he proposed a block vote for the next three actions, which include Resolutions #2527, #2528 and #2529. The actions will be reviewed prior to the vote. There were no objections. Chair de Ferranti then reviewed the three actions.

NVTC Board Appointments. Chair de Ferranti stated that each January NVTC appoints and/or reconfirms its appointments to the WMATA Board of Directors, the Virginia Railway Express Operations Board and the Virginia Transit Association Board of Directors. Resolution #2527 includes the WMATA Board appointments, with Paul Smedberg continuing as the Commonwealth principal appointee to the WMATA Board, with Canek Aguirre as his alternate; and Matt Letourneau as the NVTC principal appointee, with Walter Alcorn as his alternate. Mr. Alcorn's term expires on January 4, 2024 and the recommendation is to appoint him to another four-year term. VRE Operations Board appointments are selected by each VRE jurisdiction and then appointed by NVTC. Fairfax County's VRE alternate selection to replace Jeff McKay won't be known until after the Fairfax County Board's January 23, 2024 meeting. In that case, subsequent action may be needed at a future meeting. Ms. Bagley is nominated to serve as a Virginia Transit Association (VTA) Board alternate. The NVTC appointments are as follows:

WMATA Board of Directors:

Principals

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

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

Alternates

Canek Aguirre
Term expires 01-07-2025

Walter Alcorn
Term expires 01-04-2028

VRE Operations Board:

Principals

Takis Karantonis
Sarah Bagley
Daniel G. Storck
James Walkinshaw

Alternates

Libby Garvey
Canek Aguirre

Virginia Transit Association Board:

Principals

David F. Snyder

Katherine A. Mattice

Alternates

Canek Aguirre

Sarah Bagley

NVTC Committee Membership for 2024. Chair de Ferranti stated that as outlined in NVTC's By-Laws, NVTC has four committees – Executive Committee, WMATA Committee, Legislative and Policy Committee and Program Advisory Committee. Each January, the Commission approves the committee roster. The proposed committee chairs are:

- Matt de Ferranti, as NVTC chair, will serve as chair of the Executive Committee
- Walter Alcorn will serve as chair of the WMATA Committee
- Dalia Palchik will serve as the chair of the Program Advisory Committee
- Canek Aguirre will serve as the chair of the Legislative and Policy Committee

Chair de Ferranti noted that there may be some Committee Roster vacancies that will need to be filled by action at future meetings. Resolution #2528 has been updated to add Juli Briskman to the Program Advisory Committee. He reminded Commissioners that all Commissioners can attend any committee meeting and that they are public meetings.

Designation of NVTC Signatories and Pension Trustees. Chair de Ferranti stated that Resolution #2529 is an administrative housekeeping item that is done every January to designate the newly appointed secretary-treasurer as a NVTC signatory and pension trustee. Sarah Bagley will be listed as the new secretary-treasurer on the final resolution.

Ms. Palchik moved, with a second by Mr. Karantonis, to approve the following three actions as a block vote:

- Resolution #2527 to Approve the NVTC Board Appointments for 2024
- Resolution #2528 to Approve NVTC Committee Membership for 2024
- Resolution #2529 to Approve NVTC Signatories and Pension Trustees

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Briskman, de Ferranti, Ebbin, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg and Tuck. A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed. (Copies of the resolutions are attached.)

Meeting Summary of the December 1, 2023 Legislative Forum

Ms. Garvey moved, with a second by Ms. Palchik, to approve the Meeting Summary of the December 1, 2023 Legislative Forum. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg and Tuck. Ms. Briskman abstained. A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed.

Minutes of the December 7, 2023 Meeting

Mr. Aguirre moved, with a second by Mr. McKay, to approve the Minutes of the December 7, 2023 Meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, de Ferranti, Ebbin, Garvey, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg and Tuck. Ms. Briskman and Ms. Gilroy abstained. A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed.

NVTC 2023 Year in Review

Chair de Ferranti observed that it is always good to look back and see what the Commission has accomplished over the past year. He asked Ms. Mattice to present staff's 2023 Year in Review.

Ms. Mattice stated that 2023 was a busy and exciting year. NVTC's talented communications team of Matt Friedman, Monique Blyther and Nathan Varnell worked hard over the last few months to put together a video and a printed Annual Report looking back at 2023 and NVTC's accomplishments. The 2023 Annual Report was provided at Commissioners' seats. Commissioners then watched the video.

Chair de Ferranti thanked Commissioners and staff for their efforts to continue to help NVTC's work shine.

NVTC 2024 Look Ahead – Launch of 60th Anniversary Year

Chair de Ferranti stated that 2024 is going to be an exciting year for the Commission and asked the executive director to provide more details. Ms. Mattice stated that she will cover what NVTC will be accomplishing in 2024 during the Work Plan discussion but wanted to share some highlights of the launch of NVTC's 60th Anniversary Year. Commissioners were provided with 60th anniversary lapel pins at their seats.

Ms. Mattice reminded Commissioners that NVTC was founded by the Commonwealth of Virginia in 1964 to represent the cities and counties in Northern Virginia as a part of developing the Metrorail system. NVTC helped found VRE and launched the Commuter Choice program. Through all these decades NVTC was involved in so many aspects of the growing transit network in Northern Virginia. Over the course of 2024, staff will be highlighting and sharing the history and future of NVTC.

Ms. Mattice explained that staff are planning several marquee events to revisit the history of NVTC, review ongoing work and outline the Commission's vision for the future. There will be a Legislative Reception at St. Paul's Episcopal Church, Parish Hall, in Richmond on February 1; a Research and Policy Symposium at George Mason University on June 14, 2024; and an Anniversary Celebration/Documentary Premier at Marymount University on September 5, 2024. She thanked NVTC Fellow Nathan Varnell for his work archiving NVTC's historical work.

NVTC FY 2025 General and Administrative Budget and 2024-2025 Work Plan

Chair de Ferranti stated that the Commission will be asked to approve the FY 2025 General and Administrative Budget and Work Plan following public comment on the Work Plan. While NVTC accepts public comments at each of its monthly meetings, this annual public comment opportunity allows the public to provide comments on the scope of NVTC's work. The Work Plan is a living document that shapes the day-to-day management, analysis and oversight work conducted by NVTC staff. Tonight's public hearing is an opportunity for the public to provide input to the Commission on the direction of NVTC, which can be incorporated in future work plan updates. He asked the executive director to give an overview of the activities planned for the Commission and its staff in 2024.

Ms. Mattice reviewed some of the major efforts planned for 2024. First and foremost, NVTC will continue its strong and effective financial management of public transportation funding. It is anticipated that NVTC will manage more than \$390 million in funding this year from federal, state, regional gas tax and toll revenues, to help the localities support the public transit services provided by WMATA, VRE and the local bus systems.

Ms. Mattice also noted that 2024 will be a big year on the policy development and analysis front, as staff plan to document, analyze and understand the financial needs of the region's transit systems in advance of seeking a substantial request for dedicated and sustainable funding for FY 2026. In addition, Envision Route 7 BRT planning efforts will be in full swing with the launch of the final phase of corridor planning and environmental work to support the entire Route 7 BRT corridor. Finally, throughout this year, NVTC's committees (WMATA, Program Advisory Committee, and Legislative and Policy Committee) will do a great deal of the work. Those committee meetings are open to all Commissioners and the public.

Public Hearing on the Work Plan. Chair de Ferranti noted that each year NVTC provides the public the opportunity to submit via an online form, video recording, email, audio recording or in person. He opened the public hearing at 7:44 p.m.

Mr. Friedman read into the record the two written comments received in advance of the meeting:

**Written Comments from Kate Bates
President and CEO, Arlington Chamber of Commerce**

Dear Chair de Ferranti,

The Arlington Chamber of Commerce supports the proposed Northern Virginia Transportation Commission (NVTC) Work Plan for 2024-2025 and encourages its adoption. A strong infrastructure, including a robust transportation network, is essential for businesses to grow. The NVTC's work to achieve its strategic goals of increasing the capacity, accessibility, connectivity, and safety of our regional transit network helps to deliver this vital infrastructure. The Chamber encourages NVTC to continue these key efforts.

The work plan includes a commitment to identify and seek to implement stable, reliable, permanent and dedicated funding sources for operating and capital expenses for WMATA, VRE and local transit systems. The Chamber also commends NVTC for their work in developing recommendations for WMATA funding reform and funding policies and looks forward to continued engagement on this vital matter in 2024 and 2025.

Building and maintaining a robust, integrated transportation system in Northern Virginia is key to ensuring a strong community and connected regional economy and labor market. The Chamber commends NVTC for its efforts in this regard, and supports their continuation. Thank you for your consideration of these comments.

**Written Comments from Kenny Boddy, Prince William County Resident
Supervisor, Prince William County Board of Supervisors**

Comments on the 2021-2022 NVTC Work Plan

Thank you for giving the public the opportunity to comment on the Work Plan. I support and agree with the grand majority of the plan, as it highlights the paradigm shift between simply building roads to carry cars toward multi-modal solutions for our residents. So many of the important projects in progress in our region exist due in some part to the efforts of the NVTC, staff, and the elected officials who sit on it. The main area I hope NVTC would consider addressing is the DRPT Springfield to Quantico Enhanced Public Transportation Feasibility Study, which was conducted at the request of the Virginia General Assembly in 2021. This study determined that a wide variety of transit alternatives - from express bus to Metro Extension - are feasible and should be explored. As it has been two years since the conclusion of that study, it is time to begin planning around the findings of it. It is my firm belief that an all-of-the-above approach should be taken to planning the alternatives from the study. Building capacity around expanded express bus services builds capacity for (and creates time for) Bus Rapid Transit, which helps build capacity for rail, and eventually a Metro extension to Prince William County. With an eye of creating transit hubs around the major activity centers between Springfield and Quantico, we can finally begin to be proactive about our transportation needs as opposed to reactive. Our shared constituents' quality of life depends on it.

Chair de Ferranti then invited members of the public to come to the podium when their names are called.

**In-Person Comments from Bill Pugh, City of Alexandria Resident
Senior Policy Fellow, Coalition for Smarter Growth**

Good Evening, Chair de Ferranti and outgoing Chair Palchik and Commission Members,

My name is Bill Pugh and I am a staff member with the Coalition for Smarter Growth. I'm also a resident of Alexandria and me and my family are frequent transit users in Northern Virginia.

This past year we applaud a number of things NVTC did, including the Value of Northern Virginia Transit to the Commonwealth, Bus Priority Study, and also collaborating with us on a webinar on improving bus service in Northern Virginia. We look forward to your 2024-2025 Work Plan that you've offered for comment. I think the first and largest priority is the WMATA legislative and analytical support. Last month the Coalition and 17 other groups from the region released a statement of principles for an agreement on Metro funding. This is critically important as we need funding that continues frequent, reliable and affordable service. We thank NVTC for its work in this area on finding Metro funding. Our Coalition concludes that the region, its localities and the state need to provide the additional funding to fully close

the \$650 million gap. This would be more than the \$100 million of Virginia funding that this body has proposed but the members here and all of your jurisdictions have committed to transit oriented communities, to social equity and to slashing greenhouse gas emissions. We have just six years to cut emissions by 50% to achieve the region's climate goals and the goals, I think, of every jurisdiction that is represented here. So, fully funding Metro's gap and preserving frequent, reliable and affordable service will be essential to that. The Coalition and our partner groups are ready to fight with you for the majority of this funding to come from the state.

Secondly, another priority we are glad to see is the Envision Route 7 in the Work Plan. We look forward to the results of the strategic implementation plan that's underway. We also urge faster movement on this project and one key component will be transformation of Route 7 into a safer street for people walking, biking and getting to transit stops.

Lastly, another priority in the Work Plan that we applaud are the regional bus studies. We look forward to the results of the regional bus analysis study. We ask for this body's continued support of the WMATA Better Bus Initiative and that a Metro funding deal supports its implementation including the updated bus network. So again, we thank you for your work and we appreciate the other items in the Work Plan as well and look forward to continuing our collaboration with you. Thank you.

**In-Person Comments from Jason Stanford, Arlington County Resident
President, Northern Virginia Transportation Alliance**

Thank you for the opportunity to comment today. My name is Jason Stanford, president of the Northern Virginia Transportation Alliance, and I'm here today with my daughter Violet. I'm here today also to comment on the Metro part of the Work Plan specifically related to the Alliance's concerns about the long-term sustainability of Metro's funding and business model. Metro plays a critical role in the multimodal transportation network that serves our community. Its success is essential to the long-term economic prosperity of our region. However, given these high stakes, we are concerned that its current cost growth is unsustainable. Metro's operating budget is currently on track to grow by 8.7% in FY 2024 and this is higher than the 4.6% wage increase required by the CDA and significantly higher than the current 3% national inflation rate. In FY 2025, even including the identified \$50 million in ongoing cost savings, Metro's operating budget is projected to grow an additional 5.9%.

Metro is facing a dire financial situation not simply because of a lack of dedicated funding but because current operating cost growth will outpace state and local tax revenue sources. For example, DC's general fund is currently projected to grow by 2% a year and Northern Virginia regional sales tax revenue has historically grown by 3%. Without further addressing cost growth, Metro's operating budget will require the continued diversion of resources from other transportation, education, health and human service priorities from state and local governments across our region. Northern Virginia individuals, families and businesses are all required to live within their financial means. Right-sizing Metro service and operations now to meet a sustainable level of revenue growth will help avoid future draconian service cuts.

Therefore, we urge the Northern Virginia's elected officials and representatives on the WMATA Board to evaluate Metro's financial need for the next two years; identify Virginia's current share -- both subsidy credit and any remaining shortfall in local operating subsidy; keep the 3% subsidy cap but reset the local subsidies to account for the remaining FY 2025 and FY 2026 shortfall once all of their cost savings and Internal Revenue sources have been identified and split equally between the Commonwealth and local jurisdictions Virginia's remaining shortfall. Finally, and I think this is very important, creating an independent regional commission over the next two years to evaluate operating costs; capital project

prioritization and need; Inspector General independence; and new dedicated funding requirements for operating and capital to serve Metro over the next decade, Taking these steps will help Metro to avoid draconian service cuts and provide regional elected leaders, such as yourselves, with information necessary to put Metro on a long-term sustainable path. Thank you.

Chair de Ferranti thanked the speakers for their comments. He noted that there were no more speakers and closed the public hearing at 7:56 p.m. He stated that the Work Plan is a living document, so the comments received will be taken into consideration for future iterations of the Work Plan.

Chair de Ferranti noted that at the December meeting the Commission was briefed on the proposed budget and Work Plan. He stated that what is being presented for action is identical to what was approved by the Executive Committee and presented to the Commission last month. There were no questions or comments from Commissioners.

Ms. Garvey moved, with a second by Ms. Palchik, to approve the FY 2025 General and Administrative Budget and the 2024-2025 Work Plan. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Briskman, de Ferranti, Ebbin, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Smedberg and Tuck. (Mr. Skiles was not in the room and did not participate in the vote.) A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed.

Mr. Skiles returned to the meeting after the vote.

Washington Metropolitan Area Transit Authority (WMATA)

Chair de Ferranti announced that the January 18 WMATA Committee meeting has been canceled, but the committee will meet on February 29 at 6:00 p.m. He asked WMATA Board Chair Paul Smedberg and WMATA Board Member Matt Letourneau to give their report.

Report from the Virginia WMATA Board Members. Mr. Letourneau stated that the WMATA general manager introduced his proposed FY 2025 budget to the Finance and Capital Committee on December 14. The proposed budget reflects the general manager's and the Board's fiduciary duty to put forth a balanced budget that is based upon known funding conditions and existing legal constraints to any increases in operating assistance. It is a grim budget, which includes eliminating 67 of 135 Metrobus routes with reduced service on 41 of the remaining routes; decreasing Metrorail service systemwide – most headways would be 15 minutes on weekdays and 20 minutes on weekends; closing 10 stations; stopping Metrorail service at 10:00 p.m.; and implementing a 20% fare and parking increase systemwide.

Mr. Walkinshaw arrived at 8:01 p.m. and joined the discussion.

Mr. Letourneau stated that the general manager and his team have gone to great lengths to identify internal efficiencies leading to approximately \$124 million in cost savings in FY 2025. These savings, in addition to a \$193 million preventive maintenance transfer from the operating

to the capital budget, leave the agency with a \$433 million gap to be addressed with the service cuts and fare increases. The vast majority of Metro's costs are labor. There are 3,000 layoffs being proposed and no raises for any employee (management, represented and non-represented).

On the capital side, Mr. Letourneau explained that the general manager presented an \$11 billion CIP for FY 2025-2030. The CIP as proposed would leave future state of good repair and modernization needs unfunded. Most notably in the short term, the proposed CIP would jeopardize the current timeframes for a transition to the 8000-series rail cars and zero-emission bus implementation.

Mr. Letourneau stated that WMATA staff presented proposed subsidy allocation tables that included a \$348 million contribution from the Commonwealth under the 3% cap. To prevent service cuts and fare increases, Virginia's total contribution would need to grow by \$95 million. To prevent cuts and the preventative maintenance transfer, an additional \$180 million would be required. He reminded Commissioners that this proposed budget is a starting point – the subsidy tables will change in the coming weeks and months, especially as Virginia and Maryland legislative sessions get underway and give a clearer picture of what to expect regarding the 3% cap and potential additional funding. As far as timing and next steps, WMATA is soliciting questions and feedback from the jurisdictions and will be hosting a budget workshop in January followed by a formal public comment period beginning in February.

Mr. Smedberg reported that all-door boarding and 24/7 bus service started on select routes on December 17. This allows for quicker boarding across the Metrobus system and more options for early morning and late-night riders. Metrorail also has a series of service adjustments coming up this weekend. These will primarily affect the Red Line, but there will be longer headways on Silver, Blue, and Orange Lines throughout the weekend as well.

Mr. Smedberg provided some information about the National Transportation Safety Board (NTSB) press conference earlier today on the final report on the October 2021 7000-series derailment near Arlington Cemetery Station. He reviewed what WMATA is already doing and will do to respond to the report and to develop a strong safety culture, safety certification and testing new technology. He stated that based on all the measurements the safety industry uses, WMATA is one of the safest systems in the nation. WMATA is the industry leader with the lowest number in rail collisions, rail derailments, and rail customer injuries. He provided more information about other safety initiatives underway. He stated that under Randy Clarke's leadership over the last 16 months, WMATA as an organization has been transformed.

Ms. Palchik asked about WMATA's plans for pro-active engagement with the public on the budget. Mr. Letourneau stated that there is a robust plan and its customer service team will be presenting that plan to the Board soon. Ms. Palchik observed that the messaging is getting out there about WMATA.

Chair de Ferranti asked about the time period covered for the safety statistics mentioned. Mr. Smedberg stated that they are from 2018-2022. Chair de Ferranti stated that the proposed parking increase of 20% may be too high but observed that he can see some rationale for increases to the long-haul fare. Mr. Letourneau stated that the problem of increasing fares results

in decreased ridership. The WMATA Board is expected to put some kind of fare increase proposal on the table since it is important for all stakeholders to understand that Metro riders have some “skin in the game” to close the budget gap. He observed that long-haul riders have been the slowest riders to come back after the pandemic.

In response to a question from Ms. Garvey, both Mr. Smedberg and Mr. Letourneau provided more information about WMATA’s communication efforts. Mr. Letourneau noted that WMATA’s customer satisfaction survey results are high, so actual riders are the best “evangelizers” since they are experiencing the results of the improvements to the system. Mr. Karantonis talked about the thousands of jobs that are on the chopping block if WMATA goes into a downward spiral, not counting all the other jobs, such as in the hospitality industry, which would be affected if WMATA service is not available for workers to get to their jobs.

Ms. Bagley asked for more information about how WMATA is funded compared to its peers. Ms. Mattice stated that NVTC staff have done significant research on this topic and can share it with Commissioners.

Report from the Chair of the Legislative and Policy Committee

Chair de Ferranti reminded Commissioners about the NVTC Legislative Reception on February 1 in Richmond. He encouraged Commissioners to attend and noted that this is an opportunity to meet legislators in person and make the case for transit.

NVTC’s Legislative Liaison Aimee Perron Seibert gave an update on the upcoming General Assembly Session, which starts on January 10. The governor’s budget has been released, which includes language about the 3% WMATA operating subsidy cap. She reviewed several bills NVTC will be monitoring. Mr. Ebbin announced that Senator Boysko is the new chair of the Senate Transportation Committee.

Report from the Chair of the Program Advisory Committee (PAC)

Chair de Ferranti introduced Senior Program Manager Ann McGrane to present the Northern Virginia Zero-Emission Bus Strategic Plan, a key document for helping all of the jurisdictions effectively plan for a zero-emission future for their bus systems. He stated that she will review the three actions, which are proposed to be moved as a block vote since they are related. There were no objections.

Ms. McGrane stated that as a reminder, the Northern Virginia Zero-Emission Bus Strategic Plan was developed over the past year to explore how NVTC could support and provide value to local agencies as they transition to ZEBs – defined as both battery electric buses (BEBs) and fuel cell electric buses (FCEBs). During this process, NVTC held several meetings with a staff-level technical advisory committee, held bimonthly ZEB Working Group meetings, attended quarterly meetings

with staff from agencies in the larger DC metro region, and presented progress reports to the PAC and the Commission.

Ms. McGrane reviewed the ZEB strategies and actions that are presented for Commission acceptance in the strategic plan. The main difference between what is presented now and what was discussed in October is that staff has added timeframes for when to expect different actions to occur over the next five years. Strategies 1 and 2 reiterate a lot of the actions currently underway in terms of internal and external knowledge sharing and education. Strategy 3 focuses on identifying funding opportunities that may be available at the regional level, including things like joint grant applications. Strategy 4 explores the issue of on-route shared charging infrastructure, which will be discussed later as it will be a key focus this year. Strategy 5 focuses on evaluating where private sector partners can help in the ZEB transition, and it ranges from industry listening sessions to more involved actions like requests for information that could potentially lead to Requests for Proposals down the road. Finally, Strategy 6 aims to identify and support regional opportunities for workforce training. NVTC staff believe that taking these steps will best support Northern Virginia's local transit agencies as they transition to zero-emission fleets.

Ms. McGrane explained that the two new initiatives planned to start this year include a data dashboard and an on-route shared charging feasibility study. The data dashboard will be built in-house, and its purpose is to share operational findings from the local agencies as they operate BEBs in Northern Virginia. The second initiative is the on-route shared charging feasibility study, which will examine the feasibility of operating a charging location that can be used by multiple agencies. She reviewed the two parts of the feasibility study.

Mr. Ebbin left the meeting at 8:45 p.m. and did not return.

Ms. McGrane explained that there are three actions on tonight's agenda related to the ZEB Strategic Plan. The first is to approve Resolution #2530 to accept the Northern Virginia Zero-Emission Bus Strategic Plan, which includes the strategies and actions. The second and third actions both relate to the on-route shared charging study. The second action is to authorize the executive director to apply for a DRPT technical assistance grant to conduct the shared on-route charging feasibility study. The anticipated study cost is \$300,000, with 50% provided by DRPT and the remainder provided by local match. The third action is to authorize the executive director to execute an agreement (if needed) to accept technical assistance from the Joint Office of Energy and Transportation.

Mr. Skiles moved, with a second by Ms. Briskman to approve the following actions:

- Approve Resolution #2530 to Accept the Northern Virginia Zero-Emission Bus Strategic Plan
- Authorize the Executive Director to Submit a DRPT Technical Assistance Grant for the BEB On-Route Charging Feasibility Study

- Authorize the Executive Director to Execute an Agreement (if needed) to Accept Technical Assistance from the U.S. Joint Office of Energy and Transportation

Ms. Briskman asked about joint charging infrastructure. Ms. McGrane provided some more details about charging needs to meet the demand. The study will look at the costs and how the region can work together.

Following further discussion, the Commission voted on the block action. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Briskman, de Ferranti, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg, Tuck and Walkinshaw. A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed.

Virginia Railway Express (VRE)

Chair Palchik asked VRE CEO Rich Dalton to give his report followed by VRE Operations Board Chair Walkinshaw to present the actions.

VRE CEO Report. Mr. Dalton reported that VRE will be releasing its 2023 Annual Report at the end of the month. He reported that VRE continues to see a slight increase in ridership, with a 30% increase in calendar year 2023 compared to calendar year 2022. On-time performance for 2023 is slightly below 2022 numbers.

VRE's FY 2024 Revised and FY 2025 Recommended Budgets. Mr. Walkinshaw stated that on the recommendation from the VRE Operations Board, the Commission is being asked to approve Resolution #2531, which will adopt and refer the revised FY 2024 VRE Operating and Capital Budget and the recommended FY 2025 VRE Operating and Capital Budget and refer them to the jurisdictions for their formal review and adoption. The resolution also authorizes the executive directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding. Mr. Walkinshaw noted that this budget includes Saturday service.

VRE Chief Financial Officer Mark Schofield gave a brief presentation on the budget, including an overview of the budget process. The budget includes service improvements, including Saturday service and adding another morning train on the Manassas Line. All changes are contingent upon final approval of host railroads, operations and maintenance contractors, and other key stakeholders. The budget includes a 5% fare increase and a total jurisdictional subsidy contribution of \$18,300,780, which is the same as the approved contribution amount for FY 2021. Mr. Schofield also discussed the use of pandemic relief funding.

Mr. Walkinshaw moved, with a second by Ms. Bagley, to approve Resolution #2531 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Briskman, de Ferranti, Garvey, Gilroy, Karantonis, Kornhoff, Letourneau, McKay, Palchik, Read, Skiles, Smedberg, Tuck and Walkinshaw. A roll call vote followed for Commissioners participating electronically and Mr. Snyder voted in the affirmative. The motion passed.

Mr. Alcorn applauded VRE Operations Board and staff for their deliberate planning effort to add Saturday service.

2024 VRE Operations Board Officers. Mr. Walkinshaw announced that at the December 15 Operations Board meeting, the following slate of officers was approved for 2024:

Chair: Meg Bohmke (PRTC)
Vice-Chair: Sarah Bagley (NVTC)
Secretary: Ralph Smith (PRTC)
Treasurer: Dan Storck (NVTC)
At-Large: Andrea Bailey (PRTC)

Mr. Walkinshaw stated that installation of the 2024 VRE Officers will take place at the January 2024 VRE Operations Board meeting. According to the VRE By-Laws, each of the Commissions (NVTC and PRTC) provide two officers from among its Operations Board Members.

On behalf of the Commission, Chair de Ferranti thanked Mr. Walkinshaw for his service as chair of the VRE Operations Board during 2023.

Department of Rail and Public Transportation (DRPT)

Ms. DeBruhl encouraged Commissioners to read her written DRPT Report.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. Although there is no February 1 Commission meeting, staff will provide Staff Reports. The next Commission meeting is on March 7.

Ms. Mattice recognized NVTC Fellow Nathan Varnell who has been a tremendous asset in researching NVTC's history as staff prepares for the 60th anniversary, including helping to convert old slides and film into digital formats and helping with the daily headlines email, social media posts. Mr. Varnell is headed to a new job at the General Accountability Office. Ms. Mattice announced that a new transit fellow is starting next week.

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

Adjournment

Without objection, Chair de Ferranti adjourned the meeting at 9:11 p.m.

Approved this 4th day of March 2024.

Matt de Ferranti
Chair

Sarah Bagley
Secretary-Treasurer



RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable Jeffrey McKay on His Departure from the Northern Virginia Transportation Commission
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;
- WHEREAS:** Mr. McKay has served on NVTC since 2008 during his tenure as a member of the Fairfax County Board of Supervisors representing the Franconia District from 2007 and then as Fairfax County Board Chair beginning in 2019;
- WHEREAS:** Mr. McKay served as NVTC chair in 2013 and 2017;
- WHEREAS:** Mr. McKay served on the WMATA Board of Directors from 2008-2012 and most recently served as an alternate on the VRE Operations Board;
- WHEREAS:** Mr. McKay has been an advocate for safe, reliable transit for the entire Washington metropolitan region; long-term, sustainable funding for transit; a truly multi-modal transportation network, economic growth and development, improved transit service, regional collaboration, and transportation equity;
- WHEREAS:** Mr. McKay understands the positive benefit transit has on the environment and reaching regional greenhouse gas reduction goals; supported local and regional efforts to transition to zero-/low-emission bus fleets; championed a major expansion to Metrorail in Virginia with the opening of Silver Line Phases 1 and 2; and advocated for multimodal transportation opportunities that improve regional connectivity for all residents and transit users;
- WHEREAS:** Mr. McKay has been a champion of the release of NVTC's key study examining the Value of Northern Virginia Transit, finding that the Commonwealth of Virginia receives \$1.5 billion in annual tax revenue as a direct result of the region's vast transit network; and
- WHEREAS:** Mr. McKay has continued to support WMATA and VRE as they managed pandemic-related budget and ridership challenges; built upon the collaboration and consensus-building for which NVTC is known; and advocated for high-quality, high-capacity transit in Northern Virginia.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Jeffrey McKay for his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to the Honorable Jeffrey McKay as an expression of its gratitude and in appreciation for his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 4th day of January 2024.

A handwritten signature in black ink, reading "Matt de Ferranti", is written over a horizontal line.

Matt de Ferranti
Chair



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable Michael Turner on His Departure from the Northern Virginia Transportation Commission

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: The Honorable Michael Turner has served on NVTC since 2020 representing Loudoun County;

WHEREAS: The Honorable Michael Turner was first elected in November 2019 to represent the Ashburn District on the Loudoun County Board of Supervisors, and is currently serving as the chair of the Board's Transportation and Land Use Committee;

WHEREAS: During his tenure on NVTC, Mr. Turner served as a member of the Program Advisory Committee, offering thoughtful insights and support for many NVTC initiatives, including the Envision Route 7 Bus Rapid Transit (BRT) project, the Commuter Choice program, zero-emission bus strategic planning, and zero- and reduced-fare initiatives;

WHEREAS: Mr. Turner has also been a strong advocate for safe and reliable transit and long-term, sustainable transit funding solutions, as well as transit-oriented economic development in Northern Virginia; and

WHEREAS: Mr. Turner championed the opening of the WMATA's Silver Line Phase 2, which has had more than one million riders go through the Dulles Airport Metrorail Station since it opened.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Michael Turner for his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to the Honorable Michael Turner as an expression of its gratitude and in appreciation for his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 4th day of January 2024.

A handwritten signature in black ink, reading "Matt de Ferranti", is written over a horizontal line.

Matt de Ferranti
Chair



RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable Dalia Palchik for Her Service as Chair of the Northern Virginia Transportation Commission for 2023
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;
- WHEREAS:** The Honorable Dalia Palchik was elected chair of the Northern Virginia Transportation Commission for 2023;
- WHEREAS:** Ms. Palchik has been an advocate for equity in all aspects of transit, including zero and reduced fare initiatives that benefits those most in need, multi-lingual community outreach and marketing, and transit-oriented economic development in Northern Virginia;
- WHEREAS:** In 2023, Ms. Palchik led NVTC during its 59th year of operations and, as chair, engaged with the NVTC WMATA Committee, local jurisdictional leaders and regional stakeholders to develop the 6th *Annual Report on the Performance and Condition of WMATA*, with near-term recommendations to stabilize WMATA and sustain its ridership recovery over the next few years and avoid devastating service cuts, as well as to offer a framework to develop longer-term funding and reform solutions;
- WHEREAS:** Ms. Palchik championed the Commuter Choice program, which set records in 2023 with the highest level of public outreach and engagement in Spanish and English, supporting five million trips on the I-66 and I-395 corridors, saving travel time, fuel costs and reducing emissions;
- WHEREAS:** Ms. Palchik championed NVTC's efforts to coordinate effective transit options for riders while WMATA rebuilt portions of the Yellow and Orange Lines, which led to the celebration of the long-awaited opening of the Potomac Yard-VT Metro Station, serving a fast-growing part of Alexandria and solidifying the National Landing corridor as a place to live and work, all connected by robust Metro, Virginia Railway Express and bus routes;
- WHEREAS:** Ms. Palchik supported NVTC's ongoing work to bring Bus Rapid Transit service to the Route 7 corridor; NVTC's study on how infrastructure improvements could move buses faster and how amenities at bus stops have improved over time; and NVTC's launch of a Regional Zero-Emission Strategic Plan to identify challenges and opportunities in transitioning local bus fleets away from fossil fuels;
- WHEREAS:** Ms. Palchik oversaw the release of NVTC's key study examining the Value of Northern Virginia Transit, finding that the Commonwealth of Virginia receives \$1.5 billion in annual tax revenue as a direct result of the region's vast transit network; and

WHEREAS: Ms. Palchik advocated for NVTC's fourth regional marketing campaign, supporting the opening of the Potomac Yard-VT Station and the reopening of the Yellow Line Bridge/Tunnel, to rebrand the NoVaRides.org English and Spanish webpage and dramatically expand advertising to engage wider audiences including minority and Spanish-speaking communities; and

WHEREAS: Ms. Palchik supported NVTC's ongoing management of vital local, regional, Commonwealth and federal funds, including another clean audit that reflects both NVTC's impeccable financial record and the dedication of NVTC's professional financial team.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Dalia Palchik for her leadership as chair of NVTC for 2023 and her service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Ms. Palchik as an expression of its gratitude and in appreciation for her leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 4th day of January 2024.

A handwritten signature in black ink, reading "Matt de Ferranti". The signature is written in a cursive, flowing style.

Matt de Ferranti
Chair



RESOLUTION #2527

SUBJECT: Selection of NVTC Representatives to Various Boards

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

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January 2024 meeting and some may not be ready with recommendations for appointment to various boards; and

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2024 and their recommendations for members of the various boards:

WMATA Board of Directors:

Principals

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

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

Alternates

Canek Aguirre
Term expires 01-07-2025

Walter Alcorn
Term expires 01-04-2028

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2024 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Daniel G. Storck
James Walkinshaw
Takis Karantonis
Sarah Bagley

Alternates

(vacant)
Libby Garvey
Canek Aguirre

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2024 and their recommendations for members of the various boards:

Virginia Transit Association Board:

Principals

David F. Snyder

Katherine A. Mattice

Alternates

Sarah Bagley

Canek Aguirre

Approved this 4th day of January 2024.

A handwritten signature in black ink that reads "Matt de Ferranti". The signature is written in a cursive, flowing style.

Matt de Ferranti
Chair

A handwritten signature in blue ink that reads "Sarah Bagley". The signature is written in a cursive, flowing style.

Sarah Bagley
Secretary-Treasurer

RESOLUTION #2528

SUBJECT: Approve the Recommended 2024 NVTC Committee Membership

WHEREAS: Every January, the Northern Virginia Transportation Commission approves the appointments to its four committees, including the Executive Committee, the WMATA Committee, the Program Advisory Committee, and the Legislative and Policy Committee;

WHEREAS: The NVTC By-Laws determine the membership of the Executive Committee and also speak to the make-up of the other committees; and

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January 2024 meeting and, therefore, subsequent action may be needed at a future date to update the committee membership roster.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the following persons to serve on the four NVTC committees, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2024:

NVTC Executive Committee

Chair, Matt de Ferranti

Vice-Chair, David Snyder

Secretary-Treasurer, Sarah Bagley

WMATA Committee Chair, Walter Alcorn

Program Advisory Committee Chair & Immediate Past Chair, Dalia Palchik

Legislative & Policy Committee Chair, Canek Aguirre

General Assembly Member, Adam Ebbin

Non-Voting Members:

WMATA Principal Member, Paul Smedberg

WMATA Principal Member, Matt Letourneau

NVTC Legislative and Policy Committee

Chair, Canek Aguirre

Commission Members: (drawn from member jurisdictions in a representative manner)

Arlington County, Libby Garvey

City of Fairfax, Catherine Read

City of Falls Church, David Snyder

Fairfax County, James Walkinshaw

Loudoun County, Matt Letourneau

Non-Voting Member:

General Assembly Member, Adam Ebbin

NVTC Program Advisory Committee

Chair, Dalia Palchik

Commission Members: (drawn from member jurisdictions in a representative manner)

Arlington County, Libby Garvey

City of Alexandria, Sarah Bagley

City of Falls Church, David Snyder

Loudoun County, Juli Briskman

NVTC WMATA Committee

Chair, WMATA Alternate Member, Walter Alcorn

WMATA Principal Member, Matt Letourneau

WMATA Principal Member, Paul Smedberg

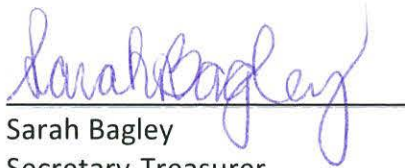
WMATA Alternate Member, Canek Aguirre

Commission Members: (drawn from member jurisdictions in a representative manner)

Arlington County, Matt de Ferranti

City of Falls Church, David Snyder

Approved this 4th day of January 2024.


Sarah Bagley
Secretary-Treasurer


Matt de Ferranti
Chair



RESOLUTION #2529

SUBJECT: Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable Sarah Bagley has been elected secretary-treasurer of NVTC for 2024; and

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

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

Hon. Sarah Bagley
Katherine A. Mattice
Scott C. Kalkwarf

Secretary-Treasurer
Executive Director
Director of Finance and Administration

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

Approved this 4th day of January 2024.

A handwritten signature in black ink, reading "Matt de Ferranti", written over a horizontal line.

Matt de Ferranti
Chair

A handwritten signature in blue ink, reading "Sarah Bagley", written over a horizontal line.

Sarah Bagley
Secretary-Treasurer

RESOLUTION #2530

SUBJECT: Accept the Northern Virginia Zero-Emission Bus Strategic Plan

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: Transportation is a major source of pollution and a leading cause of greenhouse gas emissions;

WHEREAS: NVTC jurisdictions are taking actionable steps to fight climate change and transit is an important tool to fight climate change;

WHEREAS: Regional coordination and collaboration, which is central to NVTC's mission, is integral to ensuring a cost-effective and interoperable zero-emission transit network;

WHEREAS: Northern Virginia transit agencies in the NVTC and Potomac and Rappahannock Transportation Commission (PRTC) district have begun planning for a transition to zero-emission vehicles;

WHEREAS: There is unprecedented federal funding available through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) for zero-emission transit investments; and

WHEREAS: Zero-emission technologies are rapidly evolving and require new ways of thinking about transit service and operations.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby accepts the Northern Virginia Zero-Emission Bus Strategic Plan.

BE IT FURTHER RESOLVED that NVTC hereby supports staff's ongoing efforts to ensure a collaborative, thoughtful and deliberate approach to implementing the Strategic Plan while supporting the ZEB transition efforts of our local transit systems.

Approved this 4th day of January 2024.



Sarah Bagley
Secretary-Treasurer



Matt de Ferranti
Chair

RESOLUTION #2531

- SUBJECT:** Adopt and Refer the Amended VRE FY 2024 and Recommended FY 2025 Operating and Capital Budgets to the Commissions and Participating and Contributing Jurisdictions
- WHEREAS:** The VRE Master Agreement requires the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) ("the Commissions") be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year;
- WHEREAS:** The VRE chief executive officer has provided the VRE Operations Board with the recommended Fiscal Year 2025 Operating and Capital Budget within the guidelines developed in cooperation with the staff representatives of the local jurisdictions;
- WHEREAS:** The Amended Fiscal Year 2024 and Recommended Fiscal Year 2025 budgets reflect the continuing impacts of the COVID-19 pandemic which began in March 2020 and has substantially reduced VRE's ridership;
- WHEREAS:** The VRE Operations Board finds that the availability of emergency federal pandemic relief funding allows for VRE to supplement lost passenger revenues and achieve a balanced budget without requiring service reductions;
- WHEREAS:** VRE staff recommends a budget based on a service level of 32 weekday daily revenue trains and 12 daily trains on Saturdays and average daily ridership 8,500 trips and 1,000 Saturday trips, respectively;
- WHEREAS:** Planned Saturday service is contingent upon VRE reaching agreement with the host railroads and operations and maintenance contractor;
- WHEREAS:** The operating budget includes two new full-time positions to support VRE's expanded facility maintenance programs and to ensure continued high-quality information technology infrastructure and cybersecurity;
- WHEREAS:** The Fiscal Year 2025 budget includes a 5% increase in passenger fares over Fiscal Year 2024 fares;
- WHEREAS:** The Fiscal Year 2025 budget includes additional changes to the VRE Tariff including a flat \$5.00 fare for travel entirely within Zones 1 to 3 with associated multi-ride fares; the elimination of the seven-day weekly pass; and the elimination of the youth discount ticket and the extension of free rides to all children age 18 and under;

WHEREAS: In accordance with its Public Participation Policy, VRE has held public hearings across the VRE service area and solicited public comment on the recommended Fiscal Year 2025 fare changes;

WHEREAS: In accordance with its Major Service Change and Fare/Service Equity Policy, VRE has conducted a Title VI analysis on the recommended Fiscal Year 2025 fare increase and determined that the fare increase will not have a disparate impact based on race, color or national origin, nor will it have a disproportionate burden on low-income populations;

WHEREAS: The Fiscal Year 2025 budget recommends a total jurisdictional subsidy contribution of \$18,300,780, equal to the subsidy contribution in Fiscal Year 2021; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY 2025 VRE Operating and Capital Budget in the following amounts and authorizes this budget be forwarded to the participating and contributing jurisdictions for inclusion of their respective shares in their budgets and appropriations in accordance with the Master Agreement:

| | |
|-----------------------------|----------------------|
| Operating Budget | \$118,425,230 |
| Capital Budget | <u>\$ 87,285,283</u> |
| Total Operating and Capital | \$205,710,513 |

BE IT FURTHER RESOLVED that NVTC adopts the amended FY 2024 VRE Operating and Capital Budget in the following amounts:

| | |
|-----------------------------|----------------------|
| Operating Budget | \$108,946,488 |
| Capital Budget | <u>\$ 95,616,081</u> |
| Total Operating and Capital | \$204,562,569 |

BE IT FURTHER RESOLVED that NVTC hereby authorizes amendments to the VRE Passenger Tariff to increase base fares by 5%; to institute a flat \$5.00 fare for travel entirely within Zones 1 to 3 with associated multi-ride fares; to eliminate the seven-day weekly pass; and to eliminate the youth discount ticket and extend free rides to all children aged 18 and under.

BE IT FURTHER RESOLVED that NVTC hereby concurs with the VRE Operations Board's recommendation that, given the availability of federal pandemic relief funding to supplement lost passenger revenues, it is in the best interests of the Commissions and the riders of VRE that the Amended FY 2024 and Recommended FY 2025 Operating Budgets not achieve a 50% recovery of operating expenses from passenger fares.

BE IT FURTHER RESOLVED that NVTC hereby concurs with the VRE Operations Board and hereby authorizes the VRE chief executive officer, following the approval of the FY 2025 Operating and Capital Budget by the Commissions, to initiate recruitment and hiring activities for the two new VRE employee positions prior to the start of the fiscal year on July 1, 2024.

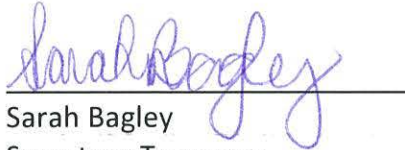
BE IT FURTHER RESOLVED that NVTC hereby authorizes the executive directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, applications for Transit Improvement Program and grants for FY 2024 and FY 2025, the anticipated revenues from which have already been incorporated in the VRE budgets.

BE IT FURTHER RESOLVED that NVTC hereby authorizes its executive director to submit to the Commonwealth the approved VRE budget as part of any FY 2025 state grant or other funding applications, the anticipated revenues from which have already been incorporated in the VRE budgets.

Approved this 4th day of January 2024.



Matt de Ferranti
Chair



Sarah Bagley
Secretary-Treasurer