

**MINUTES**  
**NVTC COMMISSION MEETING –JUNE 6, 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 de Ferranti at 7:01 p.m.

Members Present

Canek Aguirre  
Walter Alcorn  
Sarah Bagley  
James Bierman, Jr.  
Juli Briskman  
Matt de Ferranti  
Adam Ebbin  
Libby Garvey  
Takis Karantonis  
Paul Krizek  
Matt Letourneau  
Alfonso Lopez  
Dalia Palchik  
Catherine Read  
David Reid  
Saddam Azlan Salim  
Mark Sickles  
Paul Smedberg  
David Snyder  
Daniel Storck  
James Walkinshaw

Staff Present

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

## Opening Remarks

Chair de Ferranti welcomed everyone to the June 6, 2024 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube. Chair de Ferranti asked for a moment of silence to commemorate the 80<sup>th</sup> anniversary of D-Day (World War II Invasion of Normandy) and for those who sacrificed their lives for our freedom.

Board Administrator Rhonda Gilchrest confirmed an in-person quorum.

Chair de Ferranti noted one change to the meeting agenda. Agenda Item #4: Resolution of Commendation for Mary Hynes has been removed as Ms. Hynes is ill and unable to attend. NVTC will honor her at a future Commission meeting. Because it's a full agenda, he also proposed block votes for the Commuter Choice and VRE actions items. There were no objections.

Ms. Mattice stated that NVTC received one general public comment this month from an Amtrak user in Fredericksburg who shared concerns about how more VRE trains on that corridor may affect the more "express" Amtrak trains. Ms. Mattice noted that the comment was shared with Commissioners prior to the meeting, as well as forwarded to VRE staff.

## Oath of Office for New Commissioners

Chair de Ferranti welcomed Delegate David Reid, who is returning to NVTC as a Commissioner. Chair de Ferranti administered the ceremonial oath of office to Delegate Reid. Commissioners welcomed him to NVTC. (Mr. Reid was officially sworn in prior to the meeting.)

Mr. Reid stated that it is great to be back at NVTC and to have the opportunity to address the issues of mass transit in the Northern Virginia region.

## Minutes of the May 2, 2024 Meeting

Ms. Garvey moved, with a second by Mr. Alcorn, to approve the Minutes of the May 2, 2024 meeting. The vote in favor of the motion was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, de Ferranti, Ebbin, Garvey, Karantonis, Krizek, Lopez, Read, Reid, Salim, Sickles, Smedberg, Snyder, Storck and Walkinshaw. Commissioners Aguirre, Letourneau and Palchik abstained. The motion passed.

## Consent Agenda

Chair de Ferranti stated that the Consent Agenda includes two action items:

- A. Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code
- B. Adopt the NVTC Electronic Participation Policy

Mr. Ebbin moved, with a second by Mr. Karantonis, to approve the Consent Agenda. The vote in favor of the motion was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, de Ferranti, Ebbin, Garvey, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Salim, Sickles, Smedberg, Snyder, Storck and Walkinshaw. The motion passed.

### Washington Metropolitan Area Transit Authority (WMATA)

Chair de Ferranti asked Mr. Smedberg and Mr. Letourneau to give their report.

Report from the WMATA Board Members. Mr. Smedberg reported that WMATA is conducting its third and final phase of public outreach for the Better Bus Network Redesign. Feedback collected between May and July will inform a finalized 2025 (Year 1) Network which is slated to roll out next summer. As part of the Better Bus implementation, the Metrobus subsidy allocation formula will be updated this fall. NVTC spent time this past fall and winter discussing some of the current issues with the existing formula, namely the fact that service provided is not directly tied to funding provided. The WMATA Board will also be working closely with staff and regional partners to update the Metrorail subsidy allocation formula. WMATA is also working on an update to its rail fleet management plan.

Mr. Smedberg also commented on a WMATA reserve fund, which the Finance Committee will discuss this summer. Unlike its transit agency peers and the state and local governments that fund WMATA, WMATA has no reserve fund, and certainly with the current fiscal situation would struggle to fund one. Nonetheless, the WMATA Board would like to explore the idea in the context of the larger funding conversations and provide an incentive for management to manage expenses aggressively.

Mr. Letourneau reported that the American Public Transportation Association (APTA) awarded WMATA with the 2024 Gold Safety Award for Heavy Rail Systems at the APTA Rail Conference in Cleveland, Ohio. WMATA was awarded this award for its Station Overrun/Just Culture Pilot program. He noted that this is a good indication of the positive results from the changes WMATA has made.

Mr. Letourneau also spoke on the topic of a fiscal reserve. He noted that it is highly unusual for a large transit to not have some kind of reserve. It will be important for WMATA to establish a policy and then figure out how it is funded. This is the time to establish a reserve policy as the region is looking for a long-term reliable source of funding and long-term needs for the organization. He provided more information about the process of developing this policy, as it is one of his priorities as chair of the WMATA Finance and Capital Committee.

Ms. Briskman stated that she appreciates the idea of building more confidence in WMATA. She asked when the last time WMATA had a budget surplus and what is the policy now and if a surplus reverts back to the jurisdictions. Mr. Letourneau responded that there really isn't a policy. It is more of managing a surplus throughout the year knowing that there are no other sources of funding. On the flip side, WMATA has also had to divert capital projects or reduce service when there is a deficit. Mr. Walkinshaw stated that from a governance perspective, establishing a fiscal

reserve policy makes sense. It seems to him, however, that without a dedicated source of revenue, in the end the jurisdictions will have to pay anyway.

Mr. Karantonis asked how this compares with other transit systems and what will be the definition of a “rainy day” fund. Mr. Letourneau agreed that the definition needs to be clear and he assured Commissioners that there will be future discussions regarding the policy. A reserve fund/fiscal policy could also positively impact WMATA’s bond ratings. He stated that the policy needs to be clearly defined and action will be needed to implement it. The WMATA Board will be working on this over the summer. Ms. Palchik observed that it is standard practice for school boards to have reserves, so lessons can be learned from them. Transparency is also very important. Mr. Smedberg stated that the Virginia WMATA Board members will be advocating for strict policies.

In response to Mr. Reid’s question, Mr. Letourneau explained some of the uniqueness of WMATA being a multi-jurisdictional transit agency. Mr. Snyder asked about the subsidy allocation. Mr. Letourneau stated that WMATA is reviewing all the subsidy allocation formulas. Mr. D’huyvetter stated that NVTC staff will be watching this space closely for the jurisdictions. Mr. Snyder stated that it will be important for NVTC to be involved and that this topic come back to NVTC before WMATA Board approval. Mr. Letourneau stated that this will not be done in a vacuum. Mr. Alcorn stated that this topic can be added to future WMATA Committee agendas.

Mr. Smedberg announced that WMATA’s new Inspector General will start on June 9.

### Report from the Chairs of the WMATA Committee and the Legislative and Policy Committee

Legislative and Policy Committee Chair Canek Aguirre reported that the WMATA Committee and the Legislative and Policy Committee met for a joint meeting on May 16. The committees received a legislative update on the May 13 Special Session, when the General Assembly passed and Governor Youngkin signed the biennial compromise budget. In particular, the budget temporarily suspends for the next two fiscal years (FY 2025 to FY 2026) the 3% cap that limits the growth in operating assistance that the Virginia localities provide to WMATA. The budget also includes \$60.2 million in FY 2025 and \$84.5 million in FY 2026 of additional state aid to support NVTC jurisdictions with their WMATA payments, as well as requires WMATA to benchmark operating costs against other large transit providers.

Legislative Liaison Aimee Perron Seibert provided more information on the Special Session and thanked legislators for their efforts. She reviewed the membership of the 11-member SJ 28 Northern Virginia Growing Needs of Public Transit Joint Subcommittee, which includes Delegates Sickles, Delaney, McClure and Austin; Senators Ebbin, Boysko and Surovell; WMATA Board Chair Paul Smedberg; NVTC Commissioner Walter Alcorn, NVTC Executive Director Kate Mattice; the Secretary of Transportation or his designee. Northern Virginia Transportation Alliance Executive Director Jason Stanford was appointed as the representative of Northern Virginia businesses to be a member of the Subcommittee’s technical working group.

Ms. Briskman asked about HB 285 regarding a bus stop improvement program and if jurisdictions can tap into this program for funding. Ms. Mattice explained that this bill was about streamlining the approval process and does not provide any additional funding.

Mr. Sickles stated that the \$60 million in WMATA funding for FY 2025 is slightly higher than what was requested and it is his understanding that the intent is that the additional funds could be used for a consultant for the SJ 28 study. Mr. Snyder gave a huge thanks to the Northern Virginia delegation for their work during this Session.

Ms. Mattice gave an update on federal grant opportunities, which included highlighting the Federal Transit Administration (FTA) FTA's Pilot Program for Transit-Oriented Development (TOD) Planning, in which \$10.5 million in competitive grant funds are available for agencies to plan transit-adjacent development. Applications are due July 22, so jurisdictions could request NVTC endorsement letters for action at the July 18 Commission meeting. She stated that NVTC provides information on grant opportunities to jurisdictional staff on a regular basis.

WMATA Committee Chair Walter Alcorn reported that at the May 16 joint committee meeting, they had a chance to talk about all of the parallel efforts that are underway to achieve the shared goal of long-term sustainable dedicated funding for transit – work going on at NVTC, within Virginia, and across the greater DC area. There are lots of moving parts and NVTC is right in the middle of all this vital work. He stated that Mr. Fye will walk the Commission through a high-level overview of the efforts with a focus on the work and value added that NVTC brings to the table. He reminded everyone that this is the beginning of the work and there will be more opportunities to talk about dedicated funding at Commission and committee meetings going forward.

Mr. Fye stated NVTC and the region have been talking about the need for long-term dedicated funding for WMATA since the 1970's, so it is not a new topic. NVTC continues to be in the middle of the current work to find a long-term solution. NVTC's work includes the Annual Report on the Performance and Condition of WMATA, the Metro Operating Funding and Reform Working Group Report, Value of Transit to the Commonwealth Report, and the ongoing Regional Bus Analysis. All of this work will feed into the regional DMVMoves initiative and the SJ 28 study. NVTC will continue to coordinate with jurisdictional staff and keep Commissioners informed. Mr. Fye stated that NVTC's goals in this effort are to:

- Seek long-term sustainable dedicated funding (capital and operating) for all Northern Virginia transit agencies – WMATA, VRE and local transit systems
- Maintain partnership with Commonwealth to ensure transit funding commitments
- Seek cost containment – i.e. 3% cap for a post-pandemic transit industry
- Document and communicate Northern Virginia transit agency needs
- Educate regional and General Assembly stakeholders about unique funding and governance structure in Virginia
- Coordinate policy, funding and legislative analysis

Mr. Fye reviewed the Regional Bus Analysis work NVTC is doing to analyze the capital and operating needs of the six bus operators based in Northern Virginia. He explained that Metrobus is excluded from this analysis since those needs are addressed through WMATA's Capital

Improvement Program (CIP). He then talked about the larger financial considerations. Many factors impact cost estimates and many factors are in a state of flux (i.e., inflation, supply chain, bus manufacturer consolidation, and labor agreements). The flip side is the jurisdiction-level funding sources to pay for transit, since there are other services competing for funding. Mr. Fye then reviewed the timeline for NVTC’s work, DMVMoves and the SJ 28 study.

Mr. Sickles stated that it will be important for the SJ 28 study to not be done in isolation from the other Metro funding jurisdictions and he encouraged coordination with Maryland and the District.

Report from the Chair of the Program Advisory Committee

Chair de Ferranti asked Program Advisory Committee Chair Dalia Palchik to give her report. Ms. Palchik reported that the Program Advisory Committee (PAC) had a busy spring and staff have produced an amazing amount of high-quality work for the Commission. For tonight’s meeting, there are two actions related to the I-66 Commuter Choice program, followed by a presentation on the Route 7 BRT project in which staff will lay out their approach to enhancing the existing transit service on Route 7. Finally, staff have included in the written materials a draft of NVTC’s Strategic Transit Policy Research Roadmap, which the Commission will consider next month for adoption. She turned it over to Mr. Fye to walk through the Commuter Choice action items.

I-66 Commuter Choice Program of Projects for FY 2025 – 2026. Mr. Fye stated that the Commission is asked to approve Resolution #2534, which will adopt the I-66 Commuter Choice FY 2025-2026 Program of Projects (listed in the table below) and refer it to the Commonwealth Transportation Board (CTB) for final action at its June 18 meeting. The recommended \$31 million Program of Projects includes funding for all 15 eligible proposals given good overall scoring results, strong cumulative benefits and support for program goals of moving more people and creating viable, effective transportation options. The Program Advisory Committee endorsed this program in April and the Commission and CTB Rail and Public Transportation Subcommittee were briefed on it in May. The resolution will also authorize the executive director to execute Standard Project Agreements with funding recipients following the CTB’s final approval of the Program of Projects as part of the Commonwealth-wide Six-Year Improvement Program (SYIP).

**Recommended I-66 Commuter Choice FY 2025-2026 Program of Projects**

	<b>I-66 Commuter Choice Project Name</b>	<b>Applicant</b>	<b>FY 2025-2026 Award</b>
1	ART 75 Service Enhancement: Shirlington to Virginia Square	Arlington County	\$397,160
2	Fairfax Connector Route 697: Stringfellow Road Park-and-Ride to L’Enfant Plaza (Continuation)	Fairfax County	\$2,130,488
3	Fairfax Connector Route 698: Stringfellow Road Park-and-Ride to the Pentagon (Continuation)	Fairfax County	\$1,506,053

	<b>I-66 Commuter Choice Project Name</b>	<b>Applicant</b>	<b>FY 2025-2026 Award</b>
4	Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)	Fairfax County	\$2,592,444
5	Fairfax Centre Bikeshare Expansion	Fairfax County	\$510,000
6	Fairfax Connector Route 610: Centreville to George Mason University *	Fairfax County	\$1,826,943
7	Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)	Loudoun County	\$553,000
8	Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)	Loudoun County	\$281,000
9	OmniRide Route 612: Gainesville to the Pentagon (Continuation)	OmniRide	\$2,393,125
10	OmniRide Route 622: Haymarket to Rosslyn (Continuation)	OmniRide	\$1,621,275
11	OmniRide Route 653: Warrenton and Gainesville to L'Enfant Plaza *	OmniRide	\$3,805,125
12	OmniRide Route 671: Front Royal, Linden, and Gainesville to Downtown Washington, D.C. *	OmniRide	\$3,228,625
13	TDM Strategy: I-66 OmniRide Fare Buy-Down	Prince William County	\$1,000,000
14	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line	Virginia Railway Express	\$537,420
15	Crystal City Station Expansion **	Virginia Railway Express	\$8,000,000
<b>Program Administration</b>			
	<i>Program Administration and Oversight for FY 2025-2026</i>	<i>NVTC</i>	<i>\$350,000</i>
	<i>I-66 Corridor Needs Assessment</i>	<i>NVTC</i>	<i>\$250,000</i>
<b>Total Recommended Award</b>			<b>\$30,982,658</b>

Mr. Fye gave an overview of the public comment process. NVTC solicited public comment from April 12 through May 13, 2024 on the 15 eligible projects under consideration for funding. As with previous public comment periods, staff produced all published materials in both English and Spanish. To spur public engagement, NVTC conducted geotargeted social media advertising in English and Spanish and asked applicants to spread word of the comment opportunity to their residents and riders. NVTC received 92 responses during the public comment period. The comments were broadly supportive of individual projects under consideration for funding as well as the program in general. NVTC's ads on Facebook and Instagram with PAC Chair Palchik's greeting video reached over 9,300 users and yielded 900 link clicks to learn more (both stats roughly split between English and Spanish) and there were about 1,500 views of the comment webpages. Commissioners were provided with the complete summary of the public comments received in their meeting materials.

Request for Proposals for a I-66 Needs Assessment and to Execute the Contract Award. Senior Program Analyst Daniel Knickelbein stated that the Commission is asked to authorize the executive director to issue a Request for Proposals (RFP) for consulting services and execute an eventual contract award for a needs assessment study for the I-66 corridor. The needs

assessment, to be undertaken in partnership with DRPT, would evaluate current and anticipated future travel needs in the I-66 corridor between Haymarket and Rosslyn and identify multimodal transportation projects to address these needs that could be supported through I-66 Commuter Choice and/or DRPT's I-66 Outside the Beltway funding.

Mr. Knickelbein explained that NVTC and DRPT wish to identify a robust pipeline of short- and long-term transit and other multimodal improvements that their respective grant programs could support. NVTC and DRPT anticipate a \$500,000 total budget for the needs assessment, with each agency contributing \$250,000. If approved by the Commission, NVTC and DRPT anticipate issuing an RFP shortly, using DRPT's general planning consultant (GPC) bench contract, which includes consultants that were competitively procured in compliance with the Virginia Public Procurement Act. Tonight's action would authorize NVTC's executive director to execute a contract with the competitively selected firm, saving time in the procurement process to ensure that the final I-66 needs assessment study will be completed with sufficient time to inform the next I-66 Commuter Choice call for projects, which opens in fall 2025.

In response to a question from Ms. Palchik, Mr. Fye stated that funding for the Commuter Choice program to-date for both corridors is close to \$180 million. Ms. Palchik observed that this is a good time to do a needs assessment given the size of the program.

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

- Approve Resolution #2534: Approve the I-66 Commuter Choice Program of Projects (FY 2025 – 2026) for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- Authorize the Executive to Issue an RFP for a I-66 Needs Assessment and to Execute the Contract Award

The vote in favor of the motion was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, de Ferranti, Ebbin, Garvey, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Salim, Sickles, Smedberg, Snyder, Storck and Walkinshaw. The motion passed. (A copy of Resolution #2534 is attached.)

Commissioners Letourneau and Smedberg left the meeting at 8:03 p.m. and did not return.

Route 7 BRT Strategic Implementation Plan. Mr. Fye explained that this briefing will focus on a new approach NVTC staff has been developing to advance BRT along Route 7. He introduced Senior Program Manager Vikram Sinha to give the presentation on the Envision Route 7 Bus Rapid Transit (BRT) Strategic Implementation Plan.

Mr. Sinha stated that this project is part of Northern Virginia's expansive transit network, which connects to Metrorail and planned BRT, provides access to major job centers, and is one of five BRT projects planned in the Northern Virginia region. The vision for Route 7 BRT is a 14-mile route going through four jurisdictions from Tysons (Spring Hill Metro) to Falls Church (linking West and



East Falls Church Metro stations), Seven Corners, Bailey's Crossroads and Mark Center (linking West End Transitway). It will include frequent, high-capacity service with amenities.

Mr. Sinha stated that Route 7 already has a thriving, frequent service with Metrobus 28A. Ridership on the 28A is 67% above pre-pandemic levels, which is the 9th highest ridership in the Metrobus system. It connects to five Metrorail stations (Spring Hill, Tysons Corner, West Falls Church, East Falls Church, King Stret). The Route 7 BRT project wants to build on this success. The proposed approach to transform the 28A into BRT is to break it into two phases. One is to layer bus improvements and increase frequencies to the existing 28A and then to implement BRT on a longer timeline. He provided more details about the vision.

Mr. Sinha stated that the region has \$518 million in capital projects in the pipeline that support Route 7 BRT roadway widening, including transit signal priority and upgrades, intersection improvements, and BRT-supportive infrastructure improvements.

Mr. Sinha reviewed NVTC's continuing role, which includes overseeing the execution of the Strategic Implementation Plan; managing federal community project funding and DRPT grant; scoping out environmental analysis work; leading the Phase 4-2 Study (Fall 2024), which includes looking at the Alexandria BRT southern terminus and the Falls Church analysis (business activity turning lanes (BAT) vs. HOV, queue jump layout/cross-section); providing a coordination forum to resolve topics such as Sycamore/Roosevelt bus priority, 28A and BRT alignments, and transit connectivity between Columbia Pike and Route 7 bus routes. Staff will continue to update the Commission, the Program Advisory Committee, the Management Advisory Committee, and city and county boards.

Mr. Sinha also reviewed the federal and regional coordination as well as the project's next steps. The Strategic Implementation Plan will come back to the Commission for action in the fall.

Ms. Bagley asked about the southern terminus and community engagement. She observed that in that specific corridor there are Arabic, Amharic and other languages being spoken. Mr. Fye responded that NVTC staff can work closely with City of Alexandria staff on outreach. Ms. Bagley also encouraged staff to work with city staff to utilize the successes of recent outreach efforts.

Mr. Bierman asked if the Virginia Department of Transportation (VDOT) is on board with these good ideas, such as queue jumps, signal prioritization, etc. Mr. Sinha stated that it is his understanding that Fairfax County staff have been consulting with VDOT. Mr. Bierman stated that he looks forward to the Route 7 BRT briefing to the Fairfax County Transportation Committee meeting later this month. Ms. Palchik agreed with Ms. Bagley's comments and noted that Fairfax County's new Office of Public Affairs language team is exceptional and she offered to connect staff with them. She also asked about partners for funding. Mr. Sinha stated that DRPT's MERIT program is a possibility and as capital projects move forward, NVTA funding is an option. He also spoke about federal grant programs.

Mr. Karantonis stated that it can be helpful to show that a project is serving multiple communities. He asked if NVTC collects this kind of data. Mr. Sinha stated that he can follow up with Mr. Karantonis on language data. In response to another question from Mr. Karantonis, Mr.

Sinha explained that this is a planning phase to look at what opportunities there are and what are the next steps. Mr. Karantonis stated that coordination of frequency and service are important. Mr. Aguirre stated that he is pleased to see that the Southern Towers is being looked at as a possible terminus. He also agreed that outreach to other languages is important.

Strategic Transit Policy Research Roadmap. Chair de Ferranti reminded Commissioners that there is a written report in the meeting materials regarding the draft NVTC Strategic Transit Policy Research Roadmap. Action to accept the Roadmap will be requested at the July 18 meeting.

#### Virginia Railway Express (VRE)

Chair de Ferranti asked VRE CEO Rich Dalton to give his report followed by VRE Operations Board Vice-Chair Bagley to present the action items prior to the block vote.

VRE CEO Report. Mr. Dalton reported that VRE ridership is continuing to increase, with the month of May being the second strongest ridership month in the last 12 months. On-time performance is still not meeting the 90% target, but VRE is working with the host railroads to add measures to address the issues.

Mr. Dalton also referenced the press release provided to Commissioners announcing that the Virginia Passenger Rail Authority (VPRRA) is in discussions with Norfolk Southern for the acquisition of the Manassas Line. He hopes to provide more information at the July 18 NVTC meeting.

Fifth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2535, which will authorize the VRE CEO to amend the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$19,763,000 for the fifth year of the second option period, for a total contract value not to exceed \$269,480,057 through June 30, 2025. This will continue the contracted services for management, supervision and certified locomotive engineers and conductors to operate VRE commuter rail trains for FY 2025. This is the final year of the five-year option period for this contract.

Fourth Year of the First Option Period of the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2536, which will authorize the VRE CEO to amend the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$12,273,550 for the fourth year of the first option period, for a total contract value not to exceed \$83,025,329 through June 30, 2025. This action will authorize contracted services for the maintenance, inspection, and repairs of VRE locomotives, passenger rail cars and maintenance facilities for FY 2025.

Operating Access Agreement with Norfolk Southern. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2537, which will authorize the VRE Chief Executive Officer to extend the current term of the Operating Access Agreement with Norfolk Southern Railway Company to expire on December 31, 2024. The term of the current Operating Access Agreement with Norfolk Southern Railway Company will expire June 30, 2024. VRE and Norfolk Southern staff have been in discussions on terms for a new agreement and both parties agree more time is needed.

There were no questions from Commissioners.

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

- Approve Resolution #2535: Authorize the VRE CEO to Execute an Amendment for the Fifth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- Approve Resolution #2536: Authorize the VRE CEO to Execute an Amendment for the Fourth Year of the First Option Period to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- Approve Resolution #2537: Authorize the VRE CEO to Extend the Term of the Operating Access Agreement with Norfolk Southern

The vote in favor of the motion was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, de Ferranti, Ebbin, Garvey, Karantonis, Krizek, Lopez, Palchik, Read, Reid, Salim, Sickles, Snyder, Storck and Walkinshaw. The motion passed. (Copies of the resolutions are attached.)

### Transit Resource Center

Chair de Ferranti stated that Senior Program Analyst Sophie Spiliotopoulos will give a presentation on Northern Virginia Transit Trends. He stated that this is great work to show how transit has changed in the Northern Virginia area over the past 15 years. He reminded Commissioners that NVTC has a fantastic Transit Data Dashboard on its website that provides updates on ridership, access to jobs, transit service provided and other transit data nuggets – for each of the transit systems.

Ms. Garvey left the meeting at 8:40 p.m. and did not return.

Ms. Spiliotopoulos explained that the Northern Virginia Transit Trend Report is a high-level summary of transit over a period of time and an analysis of transit within a geographic area. She observed that it is important to look back on what's been going on in the region as it can help inform decisions going forward. This report looks at trends over time, looking at a 15-year period (2008 to 2022), noting consistencies and developments in transit trends in the region. It also looks at the trends from a geographic perspective – using one sample year to look at how people move in the region. This is important because this region is complicated and change is constant.

Ms. Spiliotopoulos reviewed some of the performance metrics. Depending on the trend, data shows that Northern Virginia transit trends exceeded the national trends. For most of the period, commuter rail (VRE) has performed better than the national average for commuter rail ridership. Northern Virginia bus ridership also exceeded national trends. Commuting trends have also changed over time, with distinct differences pre- and post-pandemic. Before the pandemic, consistently 10 to 11% of commutes were by transit. In 2021 and 2022 have shown a slight uptick and staff will continue to watch the data. Compared to the national trend, Northern Virginia residents commute more, and then bounced back faster than the national average. The large decline in ridership is likely related to the large share of the federal workforce in this region. She also provided a snapshot of regional movement, which shows that public transit is used more for getting to the District and Maryland and cars are used more to travel within Virginia. Of all trips starting or ending in Northern Virginia, 19% of them are commutes. This means that more than 80% of trips aren't related to commuting.

Ms. Spiliotopoulos mentioned that this study only covers up to 2022 because of data availability, but there is some more recent data that is worth sharing. Comparing December 2020 ridership to December 2023 transit ridership, there has been an increase of 180%. In April, the Commission heard from WMATA General Manager/CEO Randy Clarke about both Metrorail and Metrobus strong ridership recovery. Weekend bus and rail ridership above pre-pandemic levels (responding to more frequent service). DASH hit 4.5 million riders in FY 2023 (highest annual riders since inception in 1985). Transit ridership has increased statewide as well.

Ms. Spiliotopoulos stated that the three takeaways from the report include:

1. Transit is disproportionately used for commuting, but most trips in Northern Virginia are not work related. Agencies should investigate options to better meet non commute travel.
2. Region's buses have slowed. Northern Virginia should invest in opportunities for bus priority, such as dedicated bus lanes, queue jumps, transit signal priority.
3. Finally, many transit riders use routes that take them outside of Northern Virginia, to DC or Maryland. Local agencies should prioritize options that can help move more people inside Northern Virginia using transit.

Mr. Krizek stated that it would be interesting to overlay the chart with non-transit usage. He asked about tourism and if tourists ride buses. Ms. Spiliotopoulos stated that staff can look into this. Mr. Aguirre stated that in the City of Alexandria tourists do use transit. Mr. Alcorn also asked for numbers of total non-transit trips for Northern Virginia as well as non-transit trips going into the District. Mr. Walkinshaw asked if the data regarding HOT lane usage can be mapped with speeds, to show the correlation between increased speeds on corridors with HOT lanes. Mr. Fye stated that with the Commuter Choice program there can be some storytelling on how the opening of the HOT lanes has allowed transit operators to provide more service for the same amount of money since they can run more trips using the HOT lanes. Ms. Briskman observed that most transit trips are not work related, but transit has been designed to be used by commuters. she asked if the data can be aggregated by gender, race, etc. to see what types of trips are not being served by transit. Ms. Spiliotopoulos stated that staff is waiting for the new Metropolitan Washington Council of Governments data to become available. Ms. Palchik asked that the data

on slide #6 to be aggregated more. She also asked if this research can be used to help other bus systems to be more efficient in this region. Ms. Mattice stated that this information is provided to the Management Advisory Committee. Ms. Palchik announced that a new bus service will be launched hopefully in the fall that will run between Tysons Corner and Bethesda to provide some new connections.

Ms. Bagley asked how this information becomes a part of SJ 28 study and the DMVMoves. She also asked what is included in the “other” category. Ms. Spiliotopoulos stated that “other” refers to such things as bikes, taxis, walking and any other mode not captured in the main categories. Ms. Bagley stated that there has been an uptick in people bringing their bikes on transit for multimodal use and she wonders how this data can be captured to see growth in multimodal choices. She also observed that this data shows that it’s not all about commuting. By default, transit design and decisions are made using traditional commuting timing, but it should be about other timing. This data can inform the thinking of when frequency matters. Mr. Reid also asked about slide #6 and data on telecommuting. Ms. Spiliotopoulos stated that staff are still waiting for new data on this. Mr. Reid stated that telecommuting is the new normal and transit planning may need to be adjusted.

### Transit Technology Program

Chair de Ferranti introduced Senior Program Manager Ann McGrane to give a quick update on the Northern Virginia Zero-Emission Bus Strategic Plan, which was launched earlier this year.

Northern Virginia Zero-Emission Bus (ZEB) Strategic Plan. Ms. McGrane gave an update on NVTC’s progress to date on implementing the strategies of the ZEB Strategic Plan that was released in January of this year. She provided some background information for the new Commissioners on the overall goal of the Transit Technology Program, which is to coordinate among the local agencies on any technologies of interest that improve transit – both for operators and riders. Over the past two years, NVTC has taken a role in guiding the regional conversation about zero-emission buses by hosting a working group with Northern Virginia staff that discusses implementation challenges for ZEBs, participating in a variety of other ZEB-related committees hosted by WMATA, DRPT and APTA (American Public Transportation Association), as well as sharing information among the local agencies. Given the costs of zero-emission infrastructure, staff also pay close attention to grant opportunities or potential shared infrastructure opportunities for local agencies.

Ms. McGrane provided a progress report on what NVTC is doing compared to other agencies across the country. She noted that this region is in line with what’s happening across the nation regarding zero-emission buses. The outlier in all these conversations is California, which was an early adopter of ZEBs. The median number of ZEBs funded, ordered, delivered or deployed in agencies nationwide is eight buses. Both Fairfax Connector and DASH surpass that number with 12-14 ZEBs in service and more on the way. Loudoun and Arlington have orders in. There is progress being made.

Ms. McGrane reviewed strategies 3 and 4 of NVTC's Northern Virginia ZEB Strategic Plan, which are funding coordination and shared charging infrastructure. The region has had a number of big wins in the past year. WMATA, DASH and Loudoun all won Low/No Emission grants from the Federal Transit Administration in what is a very competitive discretionary grant process. The WMATA win was the largest offered that round with \$104 million going to electrify the Cinder Bed Road facility in Fairfax County, which has the benefit of also supporting a future Fairfax Connector electric fleet from that facility. Additionally, Fairfax Connector recently applied for its own low/no grant. This is all to say that local agencies are actively going after federal grants, especially for zero-emission technologies. Two other recent federal wins were the earmark for on-route charging that the City of Alexandria received and the free technical assistance that NVTC received from Joint Office of Energy and Transportation to conduct a feasibility study of shared on-route charging. This summer, with the help of NVTC's newest transit fellow, Will Heltzel, staff will identify less traditional grant opportunities for which transit agencies are eligible.

Ms. McGrane stated that NVTC's shared on-route charging feasibility study launched in March and is the result of the free technical assistance from the Joint Office. Staff are hoping to identify whether there are locations where multiple agencies have overlapping stops that are also locations where battery electric buses could recharge during a day's block. The study is also looking at the operational and logistical considerations for managing charging among multiple agencies. NVTC continues to work with local staff to progress this effort. NVTC's consultants anticipate a draft report later in the year.

Ms. McGrane stated that if Commissioners want to learn more about ZEBs and the challenges, she recommends they attend NVTC's Transit Innovation Summit on June 14. She will be moderating a panel discussion with staff from WMATA, DASH and Fairfax Connector about scaling up their zero-emission fleets.

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

Chair de Ferranti encouraged Commissioners to read the written DRPT Report since there is no one attending from DRPT to give the report. NVTC awaits news of DRPT Director Debruhl's successor.

#### Executive Director Report

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

Ms. Mattice announced that NVTC's regional "Ride with Us" marketing campaign won top prizes at the Virginia Transit Association annual conference and at the National Association of Government Communicators conference. NVTC staff also shined at the VTA conference with keynote presentation on the Value of Transit study and storytelling by Ann McGrane and Sophie Spiliotopoulos and participating in a panel on Visualizing Transit Data done by Xavier Harmony

and Sophie. Ms. Mattice also reported that she spoke about workforce development at the annual conference of the Association of Construction Engineering Companies' Washington DC.

Ms. Mattice stated that this is the final call for Commissioners to rsvp to the Transit Innovation Summit at George Mason on Friday, June 14. Also, invitations will be going out for NVTC's 60<sup>th</sup> anniversary celebration and documentary premiere set for the evening of Thursday, September 5. There will be a quick Executive Committee meeting prior to the event.

Ms. Mattice introduced a new transit fellow, Will Heltzel, who joined NVTC in May to support the zero-emission bus efforts, as well as other work in the Transit Technology program. Will is a student at Virginia Tech who just completed his first year in their master of urban and regional planning program. She thanked DRPT for their ongoing support of NVTC's Transit Fellow program, which seeks to prepare the next generation of transit professionals. NVTC is saying goodbye to another transit fellow, Robert Rudesill, who has been working with the communications team since January, supporting the upcoming 60th anniversary event and documentary planning, social media posts, daily headlines, and weekly and monthly newsletters. Robert is an enthusiastic support of public transit and NVTC wishes him the best of luck.

Ms. Mattice then reviewed upcoming meetings, including a joint WMATA Committee/Legislative and Policy Committee meeting on July 11 at 4:30 p.m. The next Commission meeting is on July 18 at 7:00 p.m., with the Executive Committee meeting at 6:00 p.m. Both meetings will be all-virtual. She reminded Commissioners of the new Code in the Electronic Participation Policy, which was approved earlier tonight. For all-virtual meetings, when audio-visual technology is available, for purposes of a quorum, a Commissioner will be considered absent from any portion of the meeting if visual communication with the member is voluntarily disconnected or otherwise fails or during which audio communication involuntarily fails. She reviewed some of the important procedures in the Electronic Participation Policy.

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

Mr. Snyder stated that there is a sense of urgency regarding seeking federal funding for regional transit projects and asked staff to make this a priority.

### Adjournment

Without objection, Chair de Ferranti adjourned the meeting at 9:22 p.m.

Approved this 18<sup>th</sup> day of July 2024.

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Matt de Ferranti  
Chair

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Sarah Bagley  
Secretary-Treasurer

**RESOLUTION #2534**

- SUBJECT:** Approve the I-66 Commuter Choice Fiscal Year (FY) 2025-2026 Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- WHEREAS:** Under the *Third Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project* (MOA), NVTC is responsible for selecting and administering multimodal projects under Commuter Choice on the I-66 corridor that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor;
- WHEREAS:** The principal objective of the Commuter Choice program is to select projects that meet goals identified in the MOA, which are to (1) maximize person throughput; and (2) implement multimodal improvements to (i) improve mobility along the corridor, (ii) support new, diverse travel choices and (iii) enhance transportation safety and travel reliability;
- WHEREAS:** NVTC is responsible for Commuter Choice project selection; financing and financial management; compliance, including evaluation, reporting and quality assurance; and providing information to the public;
- WHEREAS:** From October 2023 to December 2023, NVTC conducted an I-66 Commuter Choice FY 2025-2026 call for projects, for which 15 eligible projects with a total funding request of \$30,382,658 are under consideration for funding;
- WHEREAS:** Three of the proposals are also under consideration for funding from the Virginia Department of Rail and Public Transportation's (DRPT) I-66 Outside the Beltway funding program based on the location and nature of their anticipated benefits, and are included in DRPT's draft Six-Year Improvement Program;
- WHEREAS:** A total of \$40 to \$50 million in I-66 corridor revenue is available for programming to new projects; and
- WHEREAS:** Based upon technical evaluation results and review with the NVTC Program Advisory Committee and Commission, NVTC staff recommends approval of the I-66 Commuter Choice FY 2025-2026 Program of Projects (Table 1) totaling \$30,382,658, that includes all 15 eligible projects, NVTC's program administration costs (\$350,000), and funding to conduct a needs assessment study for the I-66 corridor in partnership with DRPT (\$250,000), that would subsequently be included in the FY 2025-2030 Six-Year Improvement Program upon the Commonwealth Transportation Board's action.



**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the I-66 Commuter Choice FY 2025-2026 Program of Projects (Table 1) and authorizes staff to submit the Program of Projects to the Commonwealth Transportation Board for action.

**BE IT FURTHER RESOLVED** that, should DRPT funding be approved for any or all of the three asterisked projects in Table 1, I-66 Commuter Choice funding of up to \$8,860,693 will not be obligated and that funding will be retained for future investment.

**BE IT FURTHER RESOLVED** that NVTC hereby authorizes the executive director, or her designee, to execute the Standard Project Agreements for the I-66 Commuter Choice FY 2025-2026 Program of Projects following approval by the Commonwealth Transportation Board.

Approved this 6<sup>th</sup> day of June 2024.



Matt de Ferranti  
Chair



Sarah Bagley  
Secretary-Treasurer

**Table 1: Recommended I-66 Commuter Choice FY 2025-2026 Program of Projects**

	<b>I-66 Commuter Choice Project Name</b>	<b>Applicant</b>	<b>FY 2025-2026 Award</b>
1	ART 75 Service Enhancement: Shirlington to Virginia Square	Arlington County	\$397,160
2	Fairfax Connector Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza (Continuation)	Fairfax County	\$2,130,488
3	Fairfax Connector Route 698: Stringfellow Road Park-and-Ride to the Pentagon (Continuation)	Fairfax County	\$1,506,053
4	Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)	Fairfax County	\$2,592,444
5	Fairfax Centre Bikeshare Expansion	Fairfax County	\$510,000
6	Fairfax Connector Route 610: Centreville to George Mason University *	Fairfax County	\$1,826,943
7	Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)	Loudoun County	\$553,000
8	Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)	Loudoun County	\$281,000
9	OmniRide Route 612: Gainesville to the Pentagon (Continuation)	OmniRide	\$2,393,125
10	OmniRide Route 622: Haymarket to Rosslyn (Continuation)	OmniRide	\$1,621,275
11	OmniRide Route 653: Warrenton and Gainesville to L'Enfant Plaza *	OmniRide	\$3,805,125
12	OmniRide Route 671: Front Royal, Linden, and Gainesville to Downtown Washington, D.C. *	OmniRide	\$3,228,625
13	TDM Strategy: I-66 OmniRide Fare Buy-Down	Prince William County	\$1,000,000
14	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line	Virginia Railway Express	\$537,420
15	Crystal City Station Expansion **	Virginia Railway Express	\$8,000,000
<b>Program Administration</b>			
	<i>Program Administration and Oversight for FY 2025-2026</i>	<i>NVTC</i>	<i>\$350,000</i>
	<i>I-66 Corridor Needs Assessment</i>	<i>NVTC</i>	<i>\$250,000</i>
<b>Total Recommended Award</b>			<b>\$30,982,658</b>

\* Project is included in DRPT's draft Six-Year Improvement Program with DRPT-administered I-66 Outside the Beltway funding. If DRPT funding is ultimately approved for the project, the I-66 Commuter Choice funding will not be obligated and will return in full to being available for future investment.

\*\* Award completes the Commuter Choice funding commitment to the project. An initial installment of \$10,786,281 was awarded under the I-395/95 Commuter Choice FY 2024-2025 Program of Projects. The remainder is being fulfilled under I-66 Commuter Choice because the project benefits toll payers in both corridors and funding is available.

**RESOLUTION #2535**

**SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the Fifth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC

**WHEREAS:** On October 16, 2009, following a competitive solicitation process, the VRE Operations Board recommended, and the Commissions subsequently approved, a five-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;

**WHEREAS:** On December 17, 2010, the Operations Board recommended, and the Commissions subsequently approved, a contract amendment in the amount of \$2,085,000;

**WHEREAS:** On May 20, 2011, the Operations Board recommended, and the Commissions subsequently approved, the second contract year through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875;

**WHEREAS:** On April 20, 2012, the Operations Board recommended, and the Commissions subsequently approved, the third contract year through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466;

**WHEREAS:** On April 19, 2013, the Operations Board recommended, and the Commissions subsequently approved, the fourth contract year through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507;

**WHEREAS:** on April 18, 2014, the Operations Board recommended, and the Commissions subsequently approved, the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554;

**WHEREAS:** On May 15, 2015, the Operations Board recommended, and the Commissions subsequently approved, the first year of the first option period through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554;

**WHEREAS:** On May 20, 2016, the Operations Board further authorized amending the contract to remove the requirements for the Maintenance of Equipment and Facilities;

**WHEREAS:** On May 20, 2016, the Operations Board recommended, and the Commissions subsequently approved, the second year of the first option period through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557;

**WHEREAS:** On April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved, the third year of the first option period through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557;

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

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

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

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

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

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

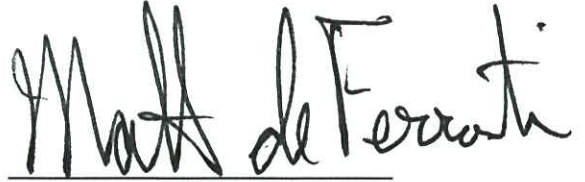
**WHEREAS:** On May 19, 2023, the Operations Board recommended, and the Commissions subsequently approved, the fourth year of the second option period through June 30, 2024, in an amount of \$19,129,000, for total contract value not to exceed \$249,717,057;

**WHEREAS:** Approval of this resolution will allow for continued train operations in FY 2025; and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby authorize the VRE Chief Executive Officer to amend the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$19,763,000 for the fifth year of the second option period, for a total contract value not to exceed \$269,480,057 through June 30, 2025.

Approved this 6th day of June 2024.



Matt de Ferranti  
Chair



Sarah Bagley  
Secretary-Treasurer

**RESOLUTION #2536**

- SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- WHEREAS:** In 2015, the VRE Operations Board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV);
- WHEREAS:** The Contract start date and total authorization was amended in May of 2016;
- WHEREAS:** On April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638;
- WHEREAS:** On April 20, 2018, the Operations Board recommended, and the Commissions subsequently approved the third contract year, through June 30, 2019, in the amount of \$7,674,000, for a total contract value not to exceed \$22,018,638;
- WHEREAS:** On May 19, 2019, the Operations Board recommended, and the Commissions subsequently approved the fourth contract year, through June 30, 2020, in the amount of \$8,889,465 for a total contract value not to exceed \$30,908,102;
- WHEREAS:** On May 15, 2020, the Operations Board recommended, and the Commissions subsequently approved the fifth contract year, through June 30, 2021, in the amount of \$9,012,749 for a total contract value not to exceed \$39,920,852;
- WHEREAS:** On May 21, 2021, the Operations Board recommended, and the Commissions subsequently approved the first year of the first option period, through June 30, 2022, in the amount of \$8,980,774 for a total contract value not to exceed \$39,920,852;
- WHEREAS:** On May 20, 2022, the Operations Board recommended, and the Commissions subsequently approved the second year of the first option period, through June 30, 2023, in the amount of \$10,024,653 for a total contract value not to exceed \$58,926,279;
- WHEREAS:** On May 19, 2023, the Operations Board recommended, and the Commissions subsequently approved the third year of the first option period, through June 30, 2024, in the amount of \$11,825,500 for a total contract value not to exceed \$70,751,779;
- WHEREAS:** The current Contract authorization runs through June 30, 2024;

**WHEREAS:** The increase in Contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2025; and

**WHEREAS:** The following action is recommended by the VRE Operations Board.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to amend the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$12,273,550 for the fourth year of the first option period, for a total Contract value not to exceed \$83,025,329 through June 30, 2025.

Approved this 6<sup>th</sup> day of June 2024.



Matt de Ferranti  
Chair



Sarah Bagley  
Secretary-Treasurer

**RESOLUTION #2537**

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

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

**WHEREAS:** The current agreement expires June 30, 2024;

**WHEREAS:** VRE staff and Norfolk Southern have been in discussions regarding the terms of a new agreement;

**WHEREAS:** Both parties agree more time is needed;

**WHEREAS:** A letter of agreement is being proposed that will extend the term until no later than December 31, 2024; and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby authorize the VRE Chief Executive Officer to execute a letter of agreement to extend the term of the current Operating Access Agreement with Norfolk Southern Railway Company to expire not later than December 31, 2024.

Approved this 6<sup>th</sup> day of June 2024.



\_\_\_\_\_  
Matt de Ferranti  
Chair



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Sarah Bagley  
Secretary-Treasurer