

MINUTES
NVTC COMMISSION MEETING –MAY 2, 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

Walter Alcorn
James Bierman, Jr.
Juli Briskman
Matt de Ferranti
Jennifer DeBruhl (Alternate, Commonwealth of Virginia)
Adam Ebbin
Libby Garvey
Takis Karantonis
Paul Krizek
Alfonso Lopez
Catherine Read
Saddam Azlan Salim
Mark Sickles
Paul Smedberg
David Snyder
Daniel Storck
James Walkinshaw

Commissioners Absent

Canek Aguirre
Sarah Bagley
Matt Letourneau
Dalia Palchik
David Reid

Staff Present

Kate Mattice, Executive Director
Monique Blyther
Genoveva Cutrell
Andrew D’huyvetter
Matt Friedman
Allan Fye
Rhonda Gilchrest
Adam Hager
Xavier Harmony
Daniel Knickelbein
Ann McGrane
Tenley O’Hara
Robert Rudesill

Vikram Sinha
Colie Touzel
Melissa Walker
Aimee Perron Seibert (*via electronic participation*)
Steve MacIsaac (VRE)
Joe Swartz (VRE)
Clark Mercer (MWCOG)

Opening Remarks

Chair de Ferranti welcomed everyone to the May 2, 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 de Ferranti welcomed Metropolitan Washington Council of Governments (MWCOG) Executive Director Clark Mercer to the meeting and stated that the Commission looks forward to hearing and engaging with Mr. Clarke on the new DMVMoves vision.

Ms. Mattice stated that NVTC received no general public comment this month.

Oath of Office for New Commissioners

Chair de Ferranti announced that NVTC has five new Commissioners – Senator Saddam Azlan Salim, Delegate Paul Krizek, Delegate Alfonso Lopez, Delegate David Reid and Delegate Mark Sickles. Chair de Ferranti noted that Delegate Krizek is expected to attend but is running late and Delegate Reid is not able to attend due to a previous commitment.

Chair de Ferranti welcomed Senator Salim, Delegate Lopez and Delegate Sickles and administered the ceremonial oath of office. Commissioners welcomed them to NVTC. Delegate Krizek was administered the oath of office when he arrived at 7:06 p.m. (The new members were officially sworn in prior to the meeting.)

Chair de Ferranti asked the new members to introduce themselves. Senator Salim stated that he represents the 37th District, which covers all of the City of Fairfax and City of Falls Church, as well as parts of Fairfax County. He stated that it is an honor to serve on NVTC. Delegate Sickles stated that he has served in the House of Delegates (17th District) for 21 years and has been on the Appropriations Subcommittee since 2014 and also serves as a budget conferee. He noted that funding for transit is a major issue. Chair de Ferranti thanked Delegate Sickles for all his hard work on the transit funding issues, which are so critical to this region. Delegate Lopez stated that he represents the 3rd District which includes South Arlington and four precincts in the City of Alexandria. He has served in the House of Delegates for 13 years and serves as the chair of the Agriculture, Chesapeake and Natural Resources Committee and chair of the Labor and Commerce Subcommittee. His district is unique in that over 100 different languages are spoken by his constituents and he appreciates being on NVTC and being able to advocate for them. Delegate Krizek stated that he is pleased to be back serving on NVTC. He represents the 16th District which includes the Mount Vernon area, so he works with fellow NVTC Commissioner Dan Storck representing that area. He is pleased to serve on NVTC because the Commission gets things done.

Recognition of Departing DRPT Director Jennifer DeBruhl

Chair de Ferranti stated that the Commission is saying farewell to DRPT Director DeBruhl, who is retiring from state service. Director DeBruhl has dedicated over 30 years of distinguished public service to the transportation community. She joined DRPT in 2016 and served as the director since 2021. Prior to that she was at the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA). Under DRPT Director DeBruhl's leadership, DRPT advanced several major infrastructure elements of its \$3.7 billion Transforming Rail in Virginia plan by successfully applying for \$849 million in highly competitive federal grant funding for a new Long Bridge and the Franconia Springfield Bypass projects. When completed, these projects will double rail capacity across the Potomac River between Virginia and Washington, DC. and greatly expand passenger and freight rail service, connecting the Commonwealth with the Northeast Corridor and the eastern seaboard rail network. Ms. DeBruhl has served as a member of the Commonwealth Transportation Board and chaired the Board of Directors of the Virginia Passenger Rail Authority (VPRA).

Chair de Ferranti noted that Ms. DeBruhl has been a valuable proponent of dedicated funding for WMATA and VRE and has worked tirelessly this last General Assembly Session to advocate for transit funding. During her tenure as DRPT Director, Ms. DeBruhl has been a true partner with NVTC to improve transit in Northern Virginia. She will be missed.

Mr. Ebbin moved, with a second by Mr. Krizek, to approve the Resolution of Commendation for Director DeBruhl. The vote in favor of the motion was cast by Commissioners Alcorn, Bierman, Briskman, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder, Storck and Walkinshaw. The motion passed unanimously.

On behalf of the entire Commission, Chair de Ferranti presented the resolution and trophy award to Director DeBruhl and thanked her for her service. Commissioners gave her a standing ovation.

Ms. DeBruhl stated that it has been a great journey and she wouldn't have been able to do any of it without her great team at DRPT. She reflected that it has been remarkable to be part of some great things being done in Virginia and it is hard to leave.

Mr. Snyder stated that Jennifer DeBruhl is a great DRPT Director and has served the people well. It has been a pleasure and honor to work with her and he hopes their paths will cross as she is such a valuable a resource. Mr. Walkinshaw thanked Director DeBruhl for her partnership with VRE as she has been a key person on some legislation that is crucial for VRE's success. Mr. Smedberg thanked Director DeBruhl for her partnership and her friendship. He has observed the respect so many people, groups and organizations have for Jennifer.

Ms. Garvey arrived at 7:18 p.m. and joined the meeting.

Presentation of Senate Joint Resolution No. 126 Commending NVTC on Its 60th Anniversary

Chair de Ferranti noted that Senator Adam Ebbin and Delegate Paul Krizek co-sponsored Senate Joint Resolution No. 126 Commending NVTC on its 60th Anniversary.

Senator Ebbin stated that the NVTC district has a population of approximately two million people in a territory covering 1,000 square miles, connecting a robust transit network providing residents with 1.5 million transit trips each week. Delegate Krizek stated that in 60 years of leadership in transit system development, expansion, funding and research, each of the current and former board members and staff have played an integral role in building and operating the transit network required to sustain the regional economy. Senator Ebbin and Delegate Krizek then presented the framed resolution to Chair de Ferranti, on behalf of the entire Commission.

Minutes of the April 4, 2024 Meeting

Mr. Alcorn moved, with a second by Mr. Karantonis, to approve the Minutes of the April 4, 2024 meeting. The vote in favor of the motion was cast by Commissioners Alcorn, Bierman, de Ferranti, Garvey, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder, Storck and Walkinshaw. Ms. Briskman abstained. The motion passed.

Consent Agenda

Chair de Ferranti stated that there is one action on the Consent Agenda:

- A. Authorize the Executive Director to Submit Comments to the Secretary of Transportation and the Commonwealth Transportation Board on DRPT's Draft FY 2025-2030 Six-Year Improvement Program (SYIP)

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

Presentation by Metropolitan Washington Council of Governments Executive Director Clark Mercer on the MWCOG/WMATA Plan to Develop a Unified Vision for Transit Service in the Region

Chair de Ferranti welcomed Clark Mercer, the executive director of the Metropolitan Washington Council of Governments (MWCOG). The Council of Governments and WMATA Boards of Directors met yesterday to launch DMVMoves, a unified vision for transit in the DC Metro area. The chair noted that the Commission is looking forward to hearing more about this initiative and how NVTC can play an active role, especially given NVTC's unique role of working to advance the Northern Virginia components of the region's public transit network.

Mr. Mercer stated that a world-class region needs a world-class transit system. Transit is essential to attaining the region's goals and there needs to be a more sustainable approach to funding and delivering transit. He provided information about the DMVMoves vision and transit plan as well

as the make-up of the task force, community partners advisory group and government partners advisory group.

Mr. Krizek left the meeting at 7:35 p.m. and did not return.

Chair de Ferranti noted that others can be added to the membership of the community partners advisory group list. In response to a question from Ms. Garvey, Mr. Mercer provided more information about the selection process of the task force and advisory groups. Several Commissioners expressed their frustration for those localities and other important stakeholders not included in the task force membership. Both Ms. Garvey and Mr. Karantonis expressed their disappointment that Arlington County was not included as it is one of the highest contributors of Metro funding. Mr. Snyder stated that the WMATA Compact jurisdictions have unique, financial and legal aspects, so he is assuming that these views will be integrated. He also noted that the jurisdictions have the confidence in NVTC to speak on their behalf so NVTC needs to play an essential role. He agreed the region needs a world-class transit system. He thanked the leadership, including WMATA Board Chair Paul Smedberg. Mr. Mercer stated that there needs to be no preconceived notions. The federal government is also a piece of the puzzle.

Ms. Garvey stated that it is very important to share information to elected officials and staff ahead of time. Mr. Smedberg explained that they wanted to take advantage of the momentum and it was done in the spirit of collaboration. There is a sense of urgency to find a long-term solution. Ms. Garvey responded that it didn't feel collaborative at yesterday's meeting but is hopeful it will be moving forward.

Chair de Ferranti asked how this connects or complements the SJ 28 work. Mr. Mercer stated that they will be in close contact with members of SJ 28 and there will be some overlap. Chair de Ferranti noted that selecting a small group to serve on the task force is difficult, but NVTC staff - as well as jurisdictional staff - will be at the table with the advisory committees. Mr. Sickles gave some insight into ways the General Assembly can change how transit is funded. Chair de Ferranti reminded Mr. Mercer that NVTC is here to help. Mr. Mercer stated that MWCOG is already working with NVTC staff on hosting the first task force meeting in Arlington in June.

Washington Metropolitan Area Transit Authority (WMATA)

Chair de Ferranti noted that Mr. Letourneau could not attend this meeting, so the chair asked Mr. Smedberg to give the WMATA Board report.

Report from the WMATA Board Members. Mr. Smedberg reported that the WMATA Board approved its FY 2025 budget on April 25. The almost \$5 billion budget increases fares across all modes, includes targeted rail service cuts to align with ridership, transfers some eligible preventive maintenance expenses from the operating budget to the capital budget, and identifies \$113 million in administrative cost savings to close the operating gap. FY 2024 Metrobus service levels will be maintained as WMATA works toward implementation of a redesigned bus network. The budget relies on the suspension of the 3% cap in Virginia and Maryland and \$463 million in additional regional investment from the funding jurisdictions, including an additional \$119 million from Virginia. WMATA staff are also now projecting that WMATA's dedicated capital

funding bond capacity will be exhausted in FY 2028, which was accelerated by the preventive maintenance transfers.

Mr. Smedberg explained that with the suspension of the 3% operating cap, this is the first WMATA budget in six years that uses the traditional subsidy allocation formula and provides the jurisdictions added transparency and accountability by providing their operating subsidy by rail, bus, and paratransit modes. This year, the WMATA Board will be looking at updates to the rail and bus formulas. He also highlighted a new initiative the Board and management will be exploring in the coming months regarding establishing a fiscal reserve policy and how a reserve fund might be included in the overall set of needs for long-term Metro funding to help provide predictability for all parties. Finally, he announced that the WMATA Board hired a new Inspector General at its April 25 Board meeting. Michelle Zamarin, who was hired for a three-year term, recently worked as litigation counsel for the Securities and Exchange Commission after 20 years at the US Attorney's Office.

Report from the Chair of the NVTC WMATA Committee. WMATA Committee Chair Alcorn reported that the WMATA Committee was pleased to see several key items addressed in the budget from the committee's comment letter sent to WMATA. The letter, which was ratified by the Commission last month, noted support for moderate fare increases, targeted service reductions, and finding as many cost savings as possible. While the FY 2025 budget is adopted, the WMATA Committee, along the Legislative and Policy Committee, will have a significant amount of work regarding a long-term funding solution.

Mr. Alcorn reminded Commissioners about the joint WMATA Committee/Legislative and Policy Committee meeting on May 16 at 6 p.m. in NVTC's offices. As always, all Commissioners are welcome to join. The meeting will include updates on the General Assembly's Reconvene Session; a briefing on NVTC's work toward long-term, sustainable dedicated funding for public transit in the region – namely, the SJ 28 joint subcommittee study; and discussion on NVTC staff work on the Regional Bus Analysis and the 2024 Annual Report on the Performance and Condition of WMATA. There is another joint committee meeting scheduled for July 11 at 4:30 p.m. The two committees will meet together for the foreseeable future to provide another forum to discuss funding and policy matters in Northern Virginia.

Report from the Chair of the Legislative and Policy Committee

Chair de Ferranti noted that Legislative and Policy Committee Chair Canek Aguirre was unable to attend this meeting, so he asked Ms. Perron Seibert to provide more details about what is happening with the Commonwealth's budget.

General Assembly Update. Ms. Perron Seibert stated that the General Assembly is scheduled to hold a Reconvene Session May 13-15. The budget conferees are meeting this week and next week. She reported that she, Kate Mattice and Chair de Ferranti went to Richmond to meet with the administration, including the Secretary of Transportation and Governor Youngkin's Chief of Staff, to discuss the NVTC jurisdiction's financial commitments to WMATA and the NVTC jurisdictional trust fund.

Ms. Mattice gave a quick update on the recent Transit Service Delivery Advisory Committee (TSDAC) meeting. DRPT funding looks good for FY 2025 but there will be a meaningful flattening of DRPT funding in three coming years. The transit systems have been fortunate over the last two years to receive additional funding from the Commonwealth. One key take away from the meeting was that the cost in operating has exceeded the growth in revenue, which will impact future funding needs.

Federal Update. Ms. Mattice reminded Commissioners that NVTC is receiving free technical assistance from the Joint Department of Energy and Transportation to look at opportunities and feasibility for shared charging on electric buses throughout Northern Virginia. She then reviewed a number of federal funding and grant programs available. NVTC is providing this information to jurisdictional staff as well.

Mr. Lopez asked if there are efforts for joint requests for regional projects. Ms. Mattice stated that there are a lot of conversations but she is not aware of any joint grant application being submitted at this time. Mr. Lopez stated he can chat off-line with staff on this to follow-up. (Later in the meeting Ms. Mattice remembered there was a joint application with WMATA and Fairfax County and they received a \$104 million Federal Transit Administration grant to purchase electric buses and upgrades at the Cinder Bed facility to support electric buses.)

Report from the Chair of the Program Advisory Committee

Chair de Ferranti noted that Program Advisory Committee Chair Dalia Palchik was not able to attend so he asked Director of Programs and Policy Allan Fye to give the report.

Staff Recommended I-66 Commuter Choice Program of Projects for FY 2025 – 2026. Mr. Fye reported that the Program Advisory Committee (PAC) met on April 11 and staff presented the recommended I-66 Commuter Choice FY 2025-2026 Program of Projects. The projects have been scored and NVTC received confirmation from the Commonwealth Office of the Attorney General that all projects demonstrate a sufficient nexus to I-66 Inside the Beltway toll payers. The staff-recommended Program of Projects includes funding for all of the projects, given good scoring results and strong benefits as a whole and available funding. The project and scoring are listed below (more detailed information about each project can be found in the meeting materials).

**Staff-Recommended and PAC-Endorsed Program of Projects:
I-66 Commuter Choice FY 2025-2026 Funding**

Applicant	Application Title	Score (100 Points)	Proposed FY 2025-2026 Award
Arlington County	ART 75 Service Enhancement: Shirlington to Virginia Square	56	\$397,160
Fairfax County	Fairfax Connector Route 697: Stringfellow Rd. Park-and-Ride to L’Enfant Plaza (Continuation)	69	\$2,130,488
Fairfax County	Fairfax Connector Route 698: Stringfellow Rd. Park-and-Ride to the Pentagon (Continuation)	78	\$1,506,053

Applicant	Application Title	Score (100 Points)	Proposed FY 2025-2026 Award
Fairfax County	Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)	60	\$2,592,444
Fairfax County	Fairfax Centre Bikeshare Expansion	64	\$510,000
Fairfax County	Fairfax Connector Route 610: Centreville to George Mason University *	45	\$1,826,943
Loudoun County	Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)	84	\$553,000
Loudoun County	Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)	93	\$281,000
OmniRide	OmniRide Route 612: Gainesville to the Pentagon (Continuation)	89	\$2,393,125
OmniRide	OmniRide Route 622: Haymarket to Rosslyn	62	\$1,621,275
OmniRide	OmniRide Route 653: Warrenton and Gainesville to L'Enfant Plaza *	63	\$3,805,125
OmniRide	OmniRide Route 671: Front Royal, Linden, and Gainesville to Downtown Washington, D.C. *	67	\$3,228,625
Prince William County	TDM Strategy: I-66 OmniRide Fare Buy-Down	55	\$1,000,000
Virginia Railway Express	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line	94	\$537,420
Virginia Railway Express	Crystal City Station Expansion **	73	\$8,000,000
Program Administration			
NVTC	Program Administration and Oversight for FY 2025-2026		\$350,000
NVTC	I-66 Corridor Needs Assessment		\$250,000
Total Recommended Award			\$30,982,658

* Project was referred to DRPT's Outside the Beltway funding program based on the nature of the anticipated benefits and is included in DRPT's draft Six-Year Improvement Program. If DRPT funding is ultimately approved, any awarded Commuter Choice funding would not be obligated.

** Project received an initial installment of funding (\$10,786,281) through the I-395/95 Commuter Choice FY 2024-2025 Program of Projects. The remaining \$8,000,000 is proposed to be fulfilled under I-66 Commuter Choice.

Mr. Fye explained that the Crystal City Station Expansion project received an initial installment of \$10,786,281 through the I-395/95 Commuter Choice FY 2024-2025 Program of Projects. The remaining \$8,000,000 is proposed to be fulfilled under the I-66 Commuter Choice program. The PAC endorsed this shift in funding as this project uniquely benefits toll payers in both program corridors (I-395/95 and I-66). DRPT staff, NVTC legal counsel and the Office of Attorney General identified no red flags. This would not preclude funding any of the other I-66 proposals. To be clear, the shift would only affect the \$8 million not yet awarded to VRE. The benefits of doing this will get funds to VRE sooner, moves the Transforming Rail in Virginia project forward, and frees up Commuter Choice funding in the more over-subscribed I-395/95 corridor.

In response to a question from Mr. Sickles, DRPT Director DeBruhl explained that this is just swapping money from one corridor program to another within the Commuter Choice program. It is not new money for the project. She provided more benefits to this proposed approach. She stated that it is a good use of funding.

Mr. Fye also explained that staff and the PAC believe it is time for a closer look at the universe of potential I-66 corridor improvements that NVTC's and DRPT's funding could support. The most recent studies are pre-pandemic. There are major capital improvements to come in the corridor – including VRE and Virginia Passenger Rail Authority (VPR) projects and WMATA's proposed Rosslyn Metrorail infrastructure improvements. Staff propose using \$250,000 from the Commuter Choice program and \$250,000 from DRPT Outside the Beltway funding for an I-66 Corridor Needs Assessment. DRPT Director DeBruhl stated that this joint study will be co-managed by NVTC and DRPT. This will come back to the Commission for action next month. Mr. Fye also provided some timeline information about the Commuter Choice action, which will also be requested next month.

NVTC Strategic Research Roadmap. Mr. Fye stated that last year the Commission directed staff to take a more strategic approach to the policy research NVTC conducts by authorizing the development of NVTC's first Strategic Research Roadmap. The Roadmap will develop a proactive framework for NVTC's research over the next four to six years while still maintaining NVTC's ability to react quickly to immediate issues that require a much shorter, reactive turnaround. The Roadmap will do three things. First, it will define a vision for future research, identifying broad research themes that guide future NVTC research. Second, it will develop a research pipeline, a process for NVTC to identify new research ideas, vet the feasibility of new ideas, and then prioritize research ideas. Finally, the Roadmap will identify opportunities for future research support including partnership, funding and dissemination opportunities.

Transit Research Center Senior Program Manager Xavier Harmony reviewed the key deliverables, the inputs that have been provided so far by Commissioners and jurisdictional staff, what a draft research pipeline looks like, how to prioritize ideas, how the research is done, and how to disseminate the information. He reviewed the desktop research and interview findings research. Dr. Harmony also reviewed some of the research topics suggested at different committee meetings, by jurisdictional staff and other sources. The research vision encompasses general themes of economics, equity and environment. He provided examples of the process on how research will be determined, including NVTC-mandated research.

Chair de Ferranti noted that VRE CEO Rich Dalton got delayed at the PRTC meeting, but he is on his way. Commissioners agreed to move the VRE Agenda Item to the end of the Agenda.

Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl encouraged Commissioners to read her written DRPT Report. She announced that DRPT's Six Year Improvement Plan (SYIP) is an over \$800 million program. Transit providers statewide are projected to receive \$128 million in operating funding and \$90 million in transit capital assistance. Also, \$58 million of state of good repair applications are funded, as well as \$24 million in minor enhancement projects. With operating funding, it has leveled off and

there are early warning signs of future funding issues. New this year, as a result of 2023 legislation, state capital and operating funding for Virginia Railway Express (VRE) will be provided directly to NVTC separately from the statewide transit capital and operating programs. VRE's budgeted FY 2025 allocation is about \$16 million, which is the maximum permitted 3.5% of the Commonwealth Mass Transit Fund.

DRPT Director DeBruhl also reported that DRPT developed an in-house tool that shows the SYIP program in an interactive format. DRPT will host its own SYIP public hearing on Thursday, May 16 at 4 p.m. The public hearing will be conducted as a hybrid meeting with opportunities to submit public comments in person at either DRPT's Richmond HQ office or at the Northern Virginia office in Alexandria as well as virtual.

Delegate Sickles asked about how the Commonwealth is doing in seeking more federal funding as part of the Infrastructure Investment and Jobs Act. Director DeBruhl stated that last year the Commonwealth received more than \$1 billion in discretionary federal funding for transit and rail. DRPT is continuing to submit applications that make sense.

Executive Director Report

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

She reminded Commissioners about NVTC's 60th anniversary events. NVTC is hosting a Transit Innovation Summit at George Mason on Friday, June 14 and an evening anniversary celebration with a documentary premiere on the evening of Thursday, September 5.

Ms. Mattice introduced a new staff member, Colie Touzel, who joined NVTC in March as a communications analyst. Colie is an English major with a master's in urban and regional planning from Virginia Tech. Colie joins NVTC after working at the Fredericksburg Area Metropolitan Planning Organization (FAMPO) and has a passion for transit and a solid background in communications and public engagement.

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

Virginia Railway Express (VRE)

Chair de Ferranti noted that VRE CEO Rich Dalton still has not arrived and asked VRE Chief of Staff Joe Swartz to give the VRE report.

VRE CEO Report. Mr. Swartz reported that VRE ridership is continuing to increase, with the month of April being the strongest ridership month since the pandemic. On-time performance is still not meeting the 90% target, but VRE is working with the host railroads to address the issues.

VRE Commission Orientation. Mr. Swartz explained that VRE staff gives an annual VRE orientation to the Commissions, outlining the role of the Commissions, the work of VRE, its staff and the VRE Operations Board. VRE is wholly co-owned by NVTC and the Potomac and Rappahannock Transportation Commission (PRTC). The two Commissions own VRE's assets; bear all responsibility/risks; and are accountable for funds provided by federal/state/local sources. They appoint Commissioners to serve on the VRE Operations Board to monitor transit performance, agency finances, and compliance with local, state and federal requirements on behalf of the Commissions and their member jurisdictions. He then reviewed the governing documents, including the Master Agreement and the Delegation of Authority.

Chair de Ferranti encouraged new Commissioners to take the VRE orientation tour. Mr. Swartz invited any Commissioner to reach out to VRE staff to schedule a tour and ride the train.

Mr. Walkinshaw reminded Commissioners of the economic benefit of VRE service to the region. In response to a question from Mr. Walkinshaw, Mr. Swartz confirmed the VRE System Plan will come back to the Commissions for action.

Adjournment

Without objection, Chair de Ferranti adjourned the meeting at 9:02 p.m.

Approved this 6th day of June 2024.

Matt de Ferranti
Chair

Sarah Bagley
Secretary-Treasurer



RESOLUTION OF COMMENDATION

- SUBJECT:** Commending DRPT Director Jennifer DeBruhl on Her 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:** On March 11, 2022, Virginia Secretary of Transportation W. Sheppard Miller III selected Jennifer DeBruhl to serve as the acting director of the Department of Rail and Public Transportation (DRPT) and appointed her to serve on NVTC as the Commonwealth's alternate;
- WHEREAS:** In June 2022, Governor Glenn Youngkin appointed Ms. DeBruhl to serve as the director of the Department of Rail and Public Transportation;
- WHEREAS:** Ms. DeBruhl has dedicated over 30 years of distinguished public service to the transportation community, at DRPT since 2016, and previously at the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA);
- WHEREAS:** The Department of Rail and Public Transportation oversees and supports the funding, planning and implementation of public transportation and rail services throughout the Commonwealth of Virginia;
- WHEREAS:** Ms. DeBruhl has played a significant role in the development and implementation of Virginia's Making Efficient + Responsible Investments in Transit (MERIT) program increasing accountability in public transportation funding, launching the Virginia Breeze intercity bus service, and spearheading the new Transit Ridership Incentive Program (TRIP) to expand regional connectivity and reduce barriers to transit use.
- WHEREAS:** Under DRPT Director DeBruhl's leadership, DRPT advanced several major infrastructure elements of its \$3.7 billion Transforming Rail in Virginia plan by successfully applying for \$849 million in highly competitive federal grant funding for a new Long Bridge and the Franconia Springfield Bypass, projects which will double rail capacity across the Potomac River between Virginia and Washington, DC. and greatly expand passenger and freight rail service, connecting the Commonwealth with the Northeast Corridor and the eastern seaboard rail network;
- WHEREAS:** Ms. DeBruhl has served as a member of the Commonwealth Transportation Board (CTB), which makes transportation funding decisions for the state, and chaired the Board of Directors of the Virginia Passenger Rail Authority (VPRA), which was created to expand opportunities for passenger rail travel across the state;

WHEREAS: During her tenure as DRPT Director, Ms. DeBruhl has supported and partnered with NVTC to improve transit in Northern Virginia;

WHEREAS: Ms. DeBruhl has been a valuable proponent of dedicated funding for WMATA and VRE, resulting in long-term financial investments in Northern Virginia's two rail systems and enabling them to provide safe and reliable service that supports Northern Virginia's growing economy; and

WHEREAS: Ms. DeBruhl informed the Youngkin Administration of her intent to retire from state service effective July 1, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends Jennifer DeBruhl for 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. DeBruhl 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 2nd day of May 2024.

A handwritten signature in black ink that reads "Matt de Ferranti". The signature is written in a cursive style with a horizontal line above the name.

Matt de Ferranti
Chair