

MINUTES
NVTC COMMISSION MEETING –JULY 17, 2025
Via Electronic Participation
Public Streaming via YouTube

The meeting of the Northern Virginia Transportation Commission was called to order by Chair David Snyder at 7:03 p.m.

Members Present via Electronic Participation

Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Juli Briskman
Maureen Coffey
Matt de Ferranti
Adam Ebbin
Takis Karantonis
Paul Krizek
Matt Letourneau
Alfonso Lopez
Dalia Palchik
Catherine Read
David Reid
Tiffany Robinson (Alternate, Commonwealth of Virginia)
Saddam Azlan Salim
Mark Sickles
David Snyder
Daniel Storck

Members Absent

Canek Aguirre
Paul Smedberg
James Walkinshaw

Staff Present via Electronic Participation

Kate Mattice, Executive Director
Andrew D’huyvetter
Rhonda Gilchrest
Scott Kalkwarf
Tenley O’Hara
Vikram Sinha
Melissa Walker
Rich Dalton (VRE)
Steve MacIsaac (VRE)
DJ Stadtler (VPRA)

Opening Remarks

Chair Snyder welcomed everyone to the all-virtual July 17, 2025 NVTC meeting via Zoom and stated that staff followed the procedures and guidelines in NVTC's Electronic Participation Policy to give notice to the Commission, staff and the public. The meeting is simultaneously being broadcast to the public on YouTube. He reviewed the procedures for the electronic meeting, including that all votes will be conducted by roll call vote and the Virginia Code requirement for Commissioners to keep their cameras on to constitute a quorum. Chair Snyder also noted that Mr. Smedberg is unable to attend so DRPT Director Robinson will be voting in her role as his alternate.

Board Administrator Rhonda Gilchrest called the roll and confirmed a quorum. Ms. Gilchrest also announced staff participating in the meeting.

Chair Snyder announced that Agenda Item #8D "Resolution #2574: Approve and Authorize Submission of a VRE Project to the Northern Virginia Transportation Authority for FY 2026-2031 Six-Year Funding Consideration" was removed from the Agenda since it was not acted on at the PRTC Commission meeting. He also proposed block votes as much as possible. There were no objections.

Mr. Lopez joined the meeting at 7:05 p.m.

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

Minutes of the June 5, 2025 Meeting

Mr. Karantonis moved, with a second by Ms. Coffey, to approve the Minutes of the June 5, 2025 NVTC Commission meeting. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck.

Consent Agenda

Ms. Mattice stated that the Consent Agenda includes four action items:

- A. Resolution #2569: Approve the NVTC Title VI Program and Authorize the Executive Director or Her Designee to Submit the Program to the Federal Transit Administration (FTA)
- B. Authorize the Executive Director to Execute an Amendment to the I-66 Needs Assessment Contract with Kimley-Horn
- C. Authorize the Chair to Send a Letter of Support to the U.S. Department of Transportation for PRTC's Buses and Bus Facilities Grant Application
- D. Resolution #2570: Delegate Authority to the Executive Director to Issue Letters of Support on Behalf of the Commission

Mr. Sickles moved, with a second by Mr. Ebbin, to approve the Consent Agenda. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck. (Copies of the resolutions are attached.)

Washington Metropolitan Area Transit Authority (WMATA)

Chair Snyder asked newly installed WMATA Board Member Walter Alcorn to give the report. Mr. Alcorn thanked everyone for helping WMATA get the word out regarding Metro service for several regional events, including World Pride and the Fourth of July. He noted the high ridership across both rail and bus, as well as safe and efficient operations thanks to the hard work of the WMATA team. He highlighted that WMATA is now into the FY 2026 Budget which includes a series of service improvements, most notably longer weekend hours and additional peak service on the Silver Line.

Mr. Alcorn announced that at last week's WMATA Board meeting, committee appointments were confirmed. He will chair WMATA's Safety and Operations Committee and Mr. Smedberg will serve on the Executive Committee. He also reported that it has been nearly three weeks since the Better Bus Network launched and the rollout is going well. WMATA is continuing to review customer feedback and make appropriate adjustments as needed. He also gave an update on automatic train operations (ATO) and the Blue Line construction project.

Mr. Krizek reminded Commissioners of MetroFest on Saturday, July 26 at the Vienna/Fairfax-GMU Metro Station. Ms. Palchik expressed her excitement about Better Bus and observed that it has been a game changer and an improvement to the system. Mr. Karantonis commended the WMATA team on the launch of Better Bus. He asked if WMATA is tracking feedback on customer complaints. Mr. Alcorn stated that WMATA staff have done a great job of being on the ground and responsive. There is no data yet, but the plan is to make adjustments where needed. Mr. Karantonis stated that keeping old bus route numbers with the new route numbers has been helpful. Mr. de Ferranti observed that WMATA continues to receive positive news about their strong leadership, budget and multiple awards. Mr. Alcorn stated that the credit goes to Mr. Smedberg, Mr. Letourneau and the rest of the Board, as well as the WMATA staff team. Chair Snyder stated that the ability to use a credit card on the Metro system is very convenient and should attract tourists.

Chair Snyder stated that the Transportation Planning Board (TPB) recently released its Transportation Resilience Improvement Plan to look at vulnerability assessments to understand how climate change and other hazards could affect transportation infrastructure. He asked if WMATA has provided any comments or reactions. Ms. Mattice stated that staff will look into this and report back.

Ms. Mattice announced that the American Public Transportation Association (APTA) honored WMATA in their 2025 Public Transportation Awards for WMATA's vision, leadership

and commitment to public transportation. WMATA was awarded Outstanding Public Transportation System with 50 million or more annual passenger trips and Outstanding Partnership in Public Transportation for their work with Kimley-Horn and Foursquare Integrated Transportation Planning. WMATA additionally received a Heavy Rail Gold Security Award for their work with the Metro Transit Police Department improving safety on the WMATA system. The APTA awards will be presented at APTA's annual conference in September.

Mr. Sickles thanked the WMATA team for their good communication and planning for the Blue Line shutdown.

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

Chair Snyder asked newly appointed NVTC WMATA Committee Chair Matt de Ferranti to give the report.

DMVMoves. Mr. de Ferranti reported that the DMVMoves Task Force, which is a product of the WMATA Board and the Metropolitan Washington Council of Governments (MWCOG) Board, last met on May 16. The Task Force supported a WMATA investment concept that includes state of good repair and rail automation components, with DC, Maryland and Virginia each figuring out how to fund their proportional share of the WMATA capital funding need, which is currently estimated between \$450-\$500 million. Concurrently, the DMVMoves working groups are developing a Regional Integration Action Plan to better align service and identify cost efficiencies across the transit agencies in the region. DMVMoves staff are also working to update and refine the funding need estimates for commuter rail and local bus, including identifying key corridors for bus priority improvements. The funding need estimates for commuter rail and bus in Northern Virginia will then be incorporated into the SJ 28 work.

SJ 28 Northern Virginia Growing Needs of Public Transportation Joint Subcommittee. Mr. de Ferranti stated that SJ 28, which is a General Assembly study where NVTC is providing technical support, met in June and plans to finish its work in November. SJ 28 is in close coordination with DMVMoves, and it's looking to solve for the funding needs of Virginia's share of WMATA, VRE, OmniRide and local bus agencies. He then turned it over to Senator Ebbin, who is the chair of the SJ 28 Joint Subcommittee, to provide a more thorough update.

Mr. Ebbin reported that at the most recent Joint Subcommittee meeting held at NVTC on June 23, there was good discussion as the subcommittee reviewed estimates for a variety of revenue sources that could support public transportation needs. The Joint Subcommittee reviewed sources that already support transit and transportation both at the statewide and regional levels, a comparison of rates in Northern Virginia and its peers in Maryland and the District of Columbia, examined potential new sources, and heard about a series of emerging trends like retail delivery fees and the highway use fee.

Mr. Ebbin reminded the Commission that this effort began 12 months ago and has covered a great deal including cost containment strategies, financial and performance trends, land

use and transit connections, and cost comparisons between Northern Virginia and the rest of the Commonwealth, among others. On the cost containment front, WMATA identified \$532 million in cost savings and cost avoidance from Fiscal Years 2023 to 2025. While there is more work to be done in this space, it is important that everyone is well aware of the work already accomplished thus far. Looking ahead, the Joint Subcommittee will meet in September to review a set of transit agency needs so that the Joint Subcommittee can start to think about how new revenues could meet those needs. There will also be a discussion on how any new revenues might be structured, and how both the Commonwealth and Northern Virginia could be poised to play a role in a transit funding solution. In November, the subcommittee will develop and adopt a recommendation that will go to the General Assembly in the 2026 Session. He encouraged Commissioners to continue to ask questions and provide feedback.

NVTC Principles in Response to DMVMoves Funding Concepts. Mr. D’huyvetter reviewed Resolution #2571 “NVTC Principles in Response to DMVMoves Funding Concepts” which was previewed and discussed at the last Joint NVTC WMATA Committee/Legislative and Policy Committee meeting and at the June 5 Commission meeting. At the direction of Chair Snyder, action was deferred to allow for additional Commissioner feedback. Staff did not receive any, so the resolution that is presented for action is unchanged from the June Commission meeting.

Mr. D’huyvetter explained that the resolution is intended to be an important directional guidepost as DMVMoves advances and continues its work towards regional agreement on a WMATA funding concept, regional bus priority, and providing a more seamless customer experience for the region’s transit systems. DMVMoves anticipates that the Task Force, WMATA Board and MWCOG Board will receive and take action on various plans and efforts in the fall. He stated that the resolution speaks to conditional support for the principles and direction of:

- A DMVMoves WMATA funding concept that solves for WMATA’s capital state of good repair and automation needs.
- A DMVMoves regional bus priority plan that delivers improvements and ensures access to bus priority infrastructure for all providers while maintaining funding at jurisdictional level.
- Early prioritization of certain regional integration recommendations that will help create a more seamless customer experience.
- Continued regional discussion on integration and coordination that respect local control and policy making.

Mr. D’huyvetter explained that this is an important time for the Commission to state qualified support in certain areas, as it will empower NVTC and jurisdictional staff to speak to the Commission’s priorities as these efforts advance through the summer and fall and before they reach the point of formal adoption by their respective bodies in the November time frame.

Ms. Coffey moved, with a second by Mr. Bierman, to approve Resolution #2571 “NVTC Principles in Response to DMVMoves Funding Concepts.” The vote was conducted by a roll

call vote and the motion passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck. (Mr. Letourneau did not participate in the vote.) (A copy of the resolution is attached.)

Transit Service Delivery Advisory Committee (TSDAC) Update. Ms. Mattice stated that although TSDAC has not met since NVTC's last meeting, there was an update to the Commonwealth Transportation Board on July 15 in which DRPT staff described potential improvements and alternate approaches to the MERIT capital and operating programs. DRPT staff are hoping to simplify some of the processes and provide more funding predictability to agencies, but the details of what that looks like are still being worked out. She will continue to update the Commission as NVTC tracks this process and provide feedback through TSDAC.

Federal Update. Ms. Mattice reported that on July 4, President Trump signed the annual federal budget bill (formally called "One Big Beautiful Bill Act") into law. The Bill's impacts to public transit are fairly limited, with transit programs authorized by the Infrastructure Investment and Jobs Act (IIJA) not directly impacted by the Bill. Of greater impact to public transit is the ongoing FY 2026 appropriations process for programs authorized by the IIJA. Earlier this week, the House Transportation, House and Urban Development (THUD) Appropriations Subcommittee released its FY 26 THUD Appropriations bill, which provides \$19.2 billion in federal funding for transit. This represents a cut of \$1.7 billion (or 8.3%) from FY 2025 levels and is \$3.1 billion (or 13.9%) less than the FY 2026 funding level for public transit authorized in the IIJA. The bill makes significant funding cuts to the Federal Transit Administration's Capital Investment Grants Program, providing only \$1.65 billion in funding, a \$2.2 billion (or 57%) decrease from FY 2025 levels. The Senate has not yet released its version of the FY 2026 THUD Appropriations bill. NVTC will continue to monitor the Congressional appropriations process and engage with partners like APTA to support full federal funding of transit.

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

Chair Snyder provided some historical context on NVTC's role in bus priority, bus rapid transit (BRT), and the Envision Route 7 BRT project. He stated that in most cases, BRT routes are planned by the sponsoring jurisdiction. In the case of Route 7, the corridor spans four different cities and counties and multiple roadway owners, including VDOT. In the early 2010's, Falls Church was interested in advancing BRT along Route 7 in the city. Recognizing the regional nature of such an effort, Falls Church asked NVTC to take point on the planning and coordination work along the corridor. Early phases of study were funded by the Northern Virginia Transportation Authority (NVTA), demonstrating the funding role NVTA can play in the bus priority space.

Chair Snyder noted that NVTC has been instrumental in doing what individual jurisdictions cannot do on their own – to act as a convener and shepherd this project and corridor towards better and faster bus service. NVTC's work over the last 10 years has laid the groundwork for

the improved Metrobus service WMATA implemented in 2021 and the work underway by Fairfax County to design a BRT facility on the portion of Route 7 from Tysons to Falls Church. In the last two years, NVTC completed work on the Falls Church portion of the corridor, and now work is underway on the remaining Fairfax County portion from Seven Corners to Alexandria. Chair Snyder noted that NVTC staff have the expertise and experience to bring jurisdictional planners and transit agency operating staff together to develop collaborative solutions that can overcome the complexities of the corridor.

Program Advisory Committee Chair Dalia Palchik stated that she is excited for BRT along Route 7. She stated that because bus priority and Bus Rapid Transit are hot topics in the region right now, with lots of discussion about a regional bus priority plan at DMVMoves and a BRT Action Plan at NVTA, Envision Route 7 Senior Program Manager Vikram Sinha has been asked to present some basics of bus priority and BRT and then combine that with an update on the next phase of work on the Envision Route 7 BRT. She also noted that there is a written update in the meeting materials on the recently CTB-approved Commuter Choice projects for the I-395/95 corridor.

Mr. Sinha gave an overview of bus priority, which are a series of targeted improvements to existing roadways that can be applied individually or together to enhance the efficiency of a bus service and protect buses from traffic. He highlighted transit signal priority (TSP), queue jumps, dedicated bus lanes, bus lane enforcement and enhanced bus stops. Bus priority treatments are just one component of a BRT system.

Mr. Sinha stated that NVTC continues to focus on interjurisdictional projects and coordination that advance bus priority goals, including participating in two key regional efforts: DMVMoves and NVTA's BRT Action Plan. Envision Route 7 BRT is included in both efforts to improve bus service in the region. NVTC will continue to engage on transit signal priority and other transit technologies by supporting updates to and alignment of TSP infrastructure among agencies, jurisdictions and roadway owners across the region. NVTC will also collect regional data on bus priority to understand the landscape that will allow NVTC to coordinate and convene jurisdictional partners and bus operators on bus priority in Northern Virginia.

Mr. Sinha then gave an update about the Envision Route 7 BRT project, which is a 14-mile project corridor that goes through Fairfax County, Falls Church, Arlington and Alexandria with varied roadway and urban treatments that contain wide-ranging income and transit dependent residents. In 2024, NVTC inventoried the project corridor and found \$518 million in capital project funding that is programmed or will be funded that will improve bus operations. Metrobus F20 (Formerly 28A) sets the stage for Envision Route 7 BRT with 12-minute frequent service. Ridership on the F20 is 67% above pre-pandemic levels and ranked ninth highest ridership in the Metrobus system (highest in Virginia). NVTC proposes short-term, phased enhancements (service and infrastructure) that build toward a long-term vision since better bus service can be achieved in advance of a major capital project.

Mr. Sinha explained that the Phase 4-2 Mobility Analysis Study examines Route 7 from Seven Corners in Fairfax County to the Mark Center in Alexandria. Additionally, the work will do a deeper dive on operational options in the City of Falls Church, completing the corridor's

mobility analysis. In Fairfax County, a model will be created of the corridor as it currently operates and two options: center running vs. curb running. BRT will be modeled to determine the operational impacts of BRT on the corridor. In Alexandria, community conversations will determine the end point of BRT – either Mark Center and/or Southern Towers. In this work, NVTC is working with the National Capital Region Transportation Planning Board to include the study in Virginia’s Transportation Improvement Plan, which is sponsored by DRPT.

Mr. Sinha stated that the congressional project funding sponsored by U.S. Representatives Beyer and Conolly enable this work and that funding is made available through the Federal Transit Administration. This federal grant is then matched by additional funding through a technical Assistance grant from DRPT and local match from the jurisdiction partners. NVTC is working with the Virginia Department of Transportation (VDOT), which is the roadway owner in Fairfax County, and will review the modeling analysis as well as WMATA on sharing data on pain points for bus operations. NVTC is working with NVTA’s Bus Action Plan and NVTA as a possible funding partner for bus improvements. Mr. Sinha reviewed the objectives of the Phase 4-2 study, which will advance jurisdictional decision making on BRT route and bus treatments but will not make bus operation recommendations nor look to remove bus routes. In parallel with the Phase 4-2 study, NVTC is convening jurisdictional staff, VDOT and transit agencies to discuss transit service in the corridor. NVTC is also exploring additional bus service through a Commuter Choice grant. Community outreach is scheduled to begin in the fall and staff are working on outreach plans.

Chair Snyder noted that NVTC staff are seeking Commission guidance on opportunities for community outreach so he encouraged Commissioners to reach out to staff with ideas.

Virginia Passenger Rail Authority (VPRA)

Chair Snyder observed that the Commonwealth is making historic and generational investments through its Transforming Rail in Virginia initiative, which will provide high-performance passenger and commuter rail service that connects communities and increases economic growth. He welcomed Virginia Passenger Rail Authority’s Executive Director DJ Stadtler to give an update on the progress being made on the Transforming Rail in Virginia projects in the region. These investments from the Commonwealth make possible the transformation of VRE from a commuter rail system into a regional rail system.

Mr. Stadtler stated that back in the mid-2010’s legislators sought an alternative to “all day rush hour” on I-95 from Fairfax County to Fredericksburg, which is one of the most congested stretches of highway in the United States. The cost of adding one lane to I-95 between I-495 and Thornburg was estimated at \$12.6 billion. In December 2019, then-Virginia Governor Ralph Northam announced a landmark rail agreement between the Commonwealth and CSX Transportation (CSXT). This announcement became the catalyst for what is known today as Transforming Rail in Virginia (TRV), to use existing rail corridor, build new infrastructure and separate freight and passenger service. For about half the price of adding another lane of highway, through the Transforming Rail in Virginia the Commonwealth is going to be able to double the number of trains and frequencies

throughout the Commonwealth by 2030, including VRE trains and adding evening and weekend VRE service.

Mr. Stadtler stated that there are 15 projects across the Commonwealth that are part of the TRV program. He provided updates on the five projects in the Northern Virginia region, including the Long Bridge project, L'Enfant Fourth Track and Station Improvements project, Alexandria Fourth Track project, King and Commonwealth project, and the Franconia-Springfield Bypass project. Once these projects are completed, there will be two dedicated tracks for passenger rail from Union Station continuing south beyond Alexandria. The biggest project is the Long Bridge at a cost of \$2.7 billion. The Long Bridge project is necessary to expand service through Virginia and will allow increase of service from eight daily Amtrak Virginia roundtrips to 13, as well as increased service for VRE. Work began in October 2024 and will be completed late 2030. The project is divided into two packages (north and south) with separate construction partners for each.

Mr. Stadtler stated that the Amtrak Virginia Passenger Rail Network continues to grow. The Commonwealth has seen that if they put trains into service, people will ride. VPRRA started with five roundtrip trains and now there are eight roundtrip trains and by 2030, there will be 13. Amtrak Virginia ridership continues to set records for each route and ridership has increased 46% from pre-pandemic levels.

Chair Snyder stated that this is an amazing story and NVTC is strongly supportive of these efforts. He invited Mr. Stadtler to come back in the future to give updates.

Virginia Railway Express (VRE)

Chair Snyder asked VRE CEO Rich Dalton to give his report, followed by VRE Operations Board Chair Sarah Bagley to present the action items.

VRE CEO Report. Mr. Dalton reported that VRE on-time performance is still not meeting the 90% target as it reached only the mid-70's for June due to weather-related restrictions, congestion and infrastructure issues at Union Station Terminal. He stated that the safest thing to do is to slow down or stop the trains when there are high winds, heavy rains or unpredictable weather. Total ridership for the month of June is 13% lower than May. However, overall FY 2025 ridership is up 25% compared to FY 2024. He announced that VRE is getting close to its one millionth rider and they anticipate this will happen in September.

Chair Snyder noted that Mr. Dalton has announced that he is planning to retire as VRE CEO effective October 3, 2025. NVTC will recognize his service to VRE and the Commissions in the fall.

VRE System Plan 2050. Ms. Bagley stated that Resolution #2572 will adopt the VRE System Plan 2050, including the associated service plans and proposed supporting capital investment priorities. The resolution also requests the VRE CEO to make periodic and regular updates to the System Plan 2050 and to report those results to the Operations Board and the Commissions on an annual basis.

Ms. Bagley observed that Mr. Stadtler's presentation is timely as the System Plan is designed to build off the investments made by Transforming Rail in Virginia. She stated that the System Plan is not a budget or commitment to provide specific funding for this service plan. Commission approval for specific service implementation and capital improvements will be sought separately. Adoption of the System Plan does not commit VRE financially – if funds are not available, plans will not be implemented. The VRE System Plan 2050 provides a framework for VRE system growth and decision-making through 2050 and identifies the capital investment and operating scenarios recommended to achieve the plan vision to grow the system to serve the region as the transportation service of choice, creating meaningful connections and economic opportunities in a safe, sustainable, reliable and equitable manner.

Ms. Bagley noted that the Commission has already had a comprehensive presentation on the System Plan at the June Commission meeting but she asked if Mr. Dalton would like to speak to the plan.

Mr. Dalton stated that he hopes Commissioners are inspired by the drive and enthusiasm of these important TRV rail improvement projects as VRE is potentially the largest beneficiary of these improvements. He stated that after the plan is approved, VRE staff will continue to maintain the plan and refine it. It will not be a static plan but a dynamic plan.

Chair Snyder stated that this is a plan but it can change with circumstances and does not commit the Commissions to funding any particular project.

Mr. Karantonis moved, with a second by Mr. Krizek, to approve Resolution #2572 to adopt the VRE System Plan 2050. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck. (A copy of the resolution is attached.)

Chair Snyder suggested the next two actions be voted on as a block vote. There were no objections.

Amended and Restated Plan of Delegation of Authority from the Commissions to the VRE Operations Board. Ms. Bagley stated that Resolution #2573 will approve an updated Amended and Restated Plan of Delegation of Authority from the Commissions to the VRE Operations Board. At the June Commission meeting, NVTC deferred action on the plan since PRTC requested VRE staff provide more clarification before taking any action. VRE staff provided more clarification in a memorandum provided in the meeting materials.

Ms. Bagley explained that the proposed Amended and Restated Plan of Delegation of Authority is intended to clarify the limited range of matters in which the Operations Board may act in the name of the Commissions. These matters are consistent with those originally delegated by the Commissions to the Operations Board in the 2005 Plan of Delegation, fully implemented in 2008. As such, the Amended and Restated Plan is not an expansion of the Operations Board's existing delegated authority. Rather, it is a clarification of the authority of the Operations Board primarily related to the implementation of Commission approved capital projects.

Purchase and Sale Agreement with Spotsylvania County for Acquisition of the Spotsylvania County VRE Station Parking Lot. Ms. Bagley reported that Resolution #2575 will approve a Purchase and Sale Agreement with Spotsylvania County for the acquisition of the Spotsylvania County VRE station parking lot. As a condition of Spotsylvania County becoming a member of PRTC and a participating jurisdiction in the VRE Master Agreement, the county agreed to build a parking lot at a new Spotsylvania County VRE Station. By agreement between the county and the Virginia Department of Transportation, VDOT obtained the necessary land through eminent domain, and VDOT currently holds title to the land. The proposed Purchase and Sale Agreement provides for VDOT to convey the lot to Spotsylvania County which, immediately thereafter, would convey the property to PRTC and NVTC. The conveyance by Spotsylvania County to the Commissions would include a reversionary interest whereby the county would obtain title to the lot in the event the Commissions ceased to use it for public transportation purposes.

Commissioners had no questions so Chair Snyder asked for a motion to approve the block vote for two VRE actions:

- Resolution #2573: Approve the Amended and Restated Plan of Delegation of Authority from the Commissions to the VRE Operations Board
- Resolution #2575: Approve a Purchase and Sale Agreement with Spotsylvania County for Acquisition of the Spotsylvania County VRE Station Parking Lot

Mr. Lopez moved, with a second by Ms. Briskman, to approve Resolution #2573 and Resolution #2575. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck. (Copies of the resolutions are attached.)

VRE Chief Executive Officer Search Process. Ms. Bagley gave a quick update about the search process for a new VRE CEO. A search committee will be created with members of the Operations Board to discuss a recruiting firm, a potential interim CEO and the overall search process. The goal is hopefully to bring a candidate to the Commissions in the November/December timeframe. If Commissioners have any questions or comments, please reach out to her directly. She will continue to update the Commission on the progress being made.

Department of Rail and Public Transportation (DRPT)

DRPT Director Tiffany Robinson encouraged Commissioners to read the written DRPT reports. She highlighted the work being done on the MERIT program review, which is required every three years. DRPT has briefed the Transit Service Delivery Advisory Committee (TSDAC) and the Commonwealth Transportation Board (CTB). The next TSDAC meeting is being scheduled later this summer. She explained that transit agency costs are rising and funding is not keeping pace, as well as new agencies and new rural services are desired. The Commonwealth is looking to make sure it is making those dollars go as far as possible and are able to ensure taxpayers' dollars are serving as many customers as possible.

Ms. Robinson announced that Northern Virginia Transit Programs Director Todd Horsley's last day was June 18. DRPT wishes him well and congratulates Todd on being named CEO of the Centre Area Transportation Authority in Pennsylvania.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reminded Commissioners that there is no meeting in August and the next Commission meeting is September 4. There are committee meetings scheduled for September 18.

Closed Session

Chair Snyder stated that the Commission plans to return to an Open Session following the Closed Session. He provided information to the public in case of technical difficulties and if the live feed is interrupted on how to contact staff. Only Commissioners participated in the Closed Session.

Mr. Alcorn moved, with a second by Ms. Bagley, the following motion:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A.1 of the Code of Virginia), the Northern Virginia Transportation Commission moves to convene a Closed Session to discuss personnel matters concerning appointees of the Commission.

The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck.

The Commission entered into Closed Session at 8:47 p.m. and returned to Open Session at 9:05 p.m. The live stream feed was restored for public viewing.

Mr. Alcorn moved, with a second by Ms. Palchik, the following certification:

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

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

The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck.

Ms. Briskman moved two resolutions as a block vote:

- Resolution #2576: Appointment of VRE General Counsel and Chief Legal Officer
- Resolution #2577: Approve a Memorandum of Agreement Pertaining to NVTC General Counsel Services

Mr. Alcorn seconded the motion. Ms. Bagley announced that MinhChau Corr has been selected to fill these appointments. Ms. Corr is currently the Arlington County Attorney and has an exemplary record. Mr. de Ferranti stated that for the record per NVTC legal counsel there is no conflict of interest for Commission members from Arlington County to vote on these actions.

The Commission then voted via a roll call vote and the motion passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck. (Copies of the resolutions are attached.)

Adjournment

Chair Snyder thanked Commissioners and staff as this meeting especially summarizes the full length and scope of what NVTC does, including projects, long-term planning and its role in serving the region and the Commonwealth. Ms. Bagley congratulated staff on a well-run meeting from a technology standpoint.

Ms. Briskman moved, with a second by Ms. Bagley, to adjourn the meeting. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Letourneau, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder and Storck.

Chair Snyder adjourned the meeting at 9:37 p.m.

Approved this 4th day of September 2025.

David F. Snyder
Chair

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2569

SUBJECT: Approve the NVTC Title VI Program and Authorize the Executive Director or Her Designee to Submit the Program to the Federal Transit Administration

WHEREAS: The Federal Transit Administration (FTA) requires grant recipients to submit a Title VI Program every three years, or as otherwise directed by the FTA;

WHEREAS: Title VI of the 1964 Civil Rights Act requires that “No persons in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

WHEREAS: NVTC staff has reviewed these requirements and has prepared a program in compliance with Title VI of the Civil Rights Act of 1964;

WHEREAS: NVTC must collect its subrecipient’s Title VI Program and review the program for compliance;

WHEREAS: NVTC staff has reviewed the most recent Title VI Program of its subrecipient, the City of Alexandria, and has ensured their compliance with Title VI of the Civil Rights Act of 1964; and

WHEREAS: NVTC will maintain a copy of its subrecipient’s Title VI Program on file, internally, to document compliance with this subrecipient monitoring requirement.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the Title VI Program covering the period July 2025 through June 2028 and authorizes the executive director or her designee to submit it to the Federal Transit Administration.

Approved this 17th day of July, 2025.

A handwritten signature in blue ink that reads "Matt Letourneau".

Matthew F. Letourneau
Secretary-Treasurer

A handwritten signature in blue ink that reads "David F. Snyder".

David F. Snyder
Chair



RESOLUTION #2570

SUBJECT: Delegate Authority to the Executive Director to Issue Letters of Support on Behalf of the Commission

WHEREAS: The Northern Virginia Transportation Commission from time to time finds it necessary and prudent to delegate certain administrative powers and duties to the executive director for the purpose of expeditious administration of the Commission;

WHEREAS: The Commission recognizes it may rescind all or any part of any such delegation of authority at any time it deems it to be in the best interest of the Commission;

WHEREAS: When requested by its member jurisdictions, the Virginia Railway Express (VRE), the Potomac and Rappahannock Transportation Commission (PRTC), as well as other entities seeking letters of support, NVTC staff have brought these to the Commission for action;

WHEREAS: However, due to timing of the requests and grant application deadlines and how they align with Commission meeting dates, seeking Commission approval can be challenging;

WHEREAS: The Commission desires to delegate the authority to the executive director to issue letters of support for projects that are beneficial to the region's transportation infrastructure and are consistent with the Commission's already approved mission, goals, policies and other strategic documents, such as NVTC's Legislative and Policy Agenda; and

WHEREAS: The executive director shall always act in good faith, using sound judgment with due and reasonable care in the best interest of the Commission.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby delegate authority to the executive director to issue letters of support on behalf of the Commission for projects that are beneficial to the region's transportation infrastructure and are consistent with NVTC policy.

Approved this 17th day of July, 2025.



Matthew F. Letourneau
Secretary-Treasurer



David F. Snyder
Chair



RESOLUTION #2571

SUBJECT: NVTC Principles in Response to DMVMoves Funding Concepts

WHEREAS: In May 2024, the Washington Metropolitan Area Transit Authority (WMATA), in partnership with the Metropolitan Washington Council of Governments (MWCOCG), launched DMVMoves, an initiative that seeks to develop a long-term vision for world-class transit in the Greater Washington region, identify the scale of the financial need for WMATA and other transit agencies, and offer sustainable funding concepts for the region;

WHEREAS: Through Resolution #2552 approved January 16, 2025, NVTC articulated its guiding principles on future transit funding for WMATA, local bus systems, and VRE in addition to cost containment strategies and operational efficiencies;

WHEREAS: At its May 2025 meeting, the DMVMoves Task Force reviewed and discussed a Proposed WMATA Funding Concept that included \$500-600 million per year regional capital funding need, indexed at 3% per year beginning in FY 2028, to maintain existing service, adequately manage WMATA's state of good repair backlog, advance rail automation and advanced signaling in the Metrorail system, and establish a regional bus priority fund of \$50-100 million per year to speed project delivery and improve travel times, reliability and safety across the region;

WHEREAS: Taken together, WMATA asserts that the Proposed DMVMoves WMATA Funding Concept would enable WMATA to continue to provide safe, frequent and reliable rail and bus service across the region and generate significant operating budget savings through long-term capital investments in a modernized, automated rail system, including meeting the system capacity needs first identified in the Blue/Orange/Silver Capacity Study;

WHEREAS: At its May 2025 meeting, the DMVMoves Task Force preferred a WMATA funding approach in which the regional partners commit to generating sufficient revenue to cover their proportional share of the WMATA capital funding need (identified as Option A) over a regional sales tax with a proportional share of jurisdictional revenues sent to WMATA (identified as Option B);

WHEREAS: NVTC and the Commonwealth of Virginia recognize that the Proposed DMVMoves WMATA Funding Concept does not address an operational funding gap starting in FY 2027 in Virginia of at least \$153 million per year due to the rebaselining of the WMATA operating budget;

WHEREAS: In Virginia, the General Assembly established a Joint Subcommittee, through Senate Joint Resolution 28 (SJ28), explicitly to study at least 15 sources of

revenue that could be used for long-term, sustainable, dedicated operating and capital funding to meet the growing needs of public transit agencies in Northern Virginia, including WMATA, Virginia Railway Express (VRE) commuter rail service, and local, regional and commuter bus operators serving the region, among other tasks;

WHEREAS: At its May 2025 meeting, the DMVMoves Task Force was supportive of enhanced regional coordination on a bus priority plan but disagreed whether a regional fund was necessary to achieve the region's bus priority goals;

WHEREAS: The Virginia General Assembly and the Commonwealth Transportation Board have established existing capital funding programs, many using locally generated revenues, that can be and are used to fund bus priority projects in the NVTC District;

WHEREAS: Apart from the Proposed DMVMoves WMATA Funding Concept and Bus Priority Fund discussions, NVTC and its member jurisdictions are actively participating in DMVMoves Working Groups to develop action plans to enhance customer experience region-wide and delivery cost efficiencies for transit agencies that will be refined and detailed over the coming months and cost shares to support these investments will be identified for Northern Virginia, the State of Maryland and the District of Columbia;

WHEREAS: Since 1976, local jurisdictions within the NVTC District have initiated and operated bus service that complements Metrorail and Metrobus operations while meeting the unique needs and policy priorities of their communities;

WHEREAS: NVTC, WMATA, the Commonwealth and Northern Virginia's local bus systems have demonstrated decades of success in coordination efforts, such as scheduling service to maximize efficient transfers, aligning fare policies, conducting joint procurements, coordinating emergency response, and sharing maintenance and other facilities;

WHEREAS: Accessible bus stops with appropriate amenities are a critical piece of transit infrastructure that are owned and maintained by transit agencies, local jurisdictions and roadway owners; and

WHEREAS: Unlike WMATA, local bus systems in the NVTC District are not the recipients of federal public transit formula funding and as such, are not subject to the same requirements as WMATA that affect procurements, constructions standards, and other regulatory elements.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby supports the principles and direction of DMVMoves WMATA funding concepts that will:

1. Ensure the existing WMATA system is safe, reliable, efficient and effective while retaining and investing in a highly skilled transit workforce;
2. Reduce and manage the backlog of improvements that ensure Metrorail, Metrobus and MetroAccess assets are in a state of good repair;
3. Drive significant operating cost savings through capital investments in the Metrorail system, including automation and advanced signaling, providing long-term structural efficiencies to WMATA's operating cost profile while maximizing system safety;
4. Provide the necessary capital and operational improvements to the Metrorail system to enable future discussions of Metrorail expansion;
5. Ensure that WMATA's structural funding issues are resolved; and
6. Allow Virginia, Maryland and the District of Columbia to identify the appropriate sources to generate sufficient revenue to cover its proportional share of the WMATA funding solution.

BE IT FURTHER RESOLVED that NVTC hereby supports the principles and direction of the SJ 28 Joint Subcommittee in exploring funding concepts to address an operating funding gap in Virginia starting in FY 2027 of at least \$153 million per year due to the rebaselining of the WMATA operating budget;

BE IT FURTHER RESOLVED that NVTC hereby supports the principles and direction of DMVMoves regional bus priority concepts that will:

1. Deliver fast, frequent, reliable, efficient and safe Metrobus, local bus and commuter bus service;
2. Coordinate and provide the necessary investments in bus priority infrastructure to make Metrobus, local bus and commuter bus service more cost-effective;
3. Encourage funding partners to provide resources for transit agencies, local jurisdictions and roadway owners to improve the infrastructure and accessibility of bus stops;
4. Ensure access of all bus providers, including Virginia local buses and Virginia commuter buses, to bus priority infrastructure improvements both inside and outside of Virginia;
5. Encourage planning, coordination and implementation of bus priority infrastructure throughout the District of Columbia, Maryland and Northern Virginia, while maintaining funding for projects at the jurisdictional level; and
6. Consider Virginia's existing state, regional and local transportation and transit funding sources for Virginia bus priority projects.

BE IT FURTHER RESOLVED that NVTC hereby supports prioritizing discussion of several customer service improvements that have been identified by DMVMoves working groups that includes aligning bus stop identification systems, implementing universal fare transfer credits, and promoting multimodal fare passes.

BE IT FURTHER RESOLVED that NVTC hereby supports opportunities to continue regional discussions on coordination and integration that provide for a more seamless customer experience across the region's transit agencies through DMVMoves provided that they:

1. Respect local control and policy making for local transit systems;
2. Recognize that the diversity of needs and governance in the region means that there are no one-size-fits-all solutions to bus operations;
3. Ensure that any joint procurements and other joint efforts led by WMATA reflect local needs, provide purchasing power and access for smaller agencies, are negotiated in a way that does not harm local providers, and yield cost-effective solutions to those jurisdictions that participate; and
4. Respect that the majority of NVTC jurisdictional bus systems do not receive federal formula funding and may not need to meet the same regulatory or programmatic requirements as WMATA.

Approved this 17th day of July, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2572

SUBJECT: Adopt the VRE System Plan 2050

WHEREAS: The VRE System Plan 2050 update was initiated in 2022 to respond to the numerous changes that have occurred in the Washington, D.C. region since the prior System Plan 2040 was adopted in 2014 including population and employment growth, changing workplace policies, growth in leisure and entertainment-based travel, and continued regional highway congestion patterns;

WHEREAS: The flexibility to provide a level of service consistent with regional demand and preference, including on weekend days, has been greatly increased following the creation of the Transforming Rail in Virginia (TRV) initiative on both the VRE Fredericksburg Line and the VRE Manassas Line;

WHEREAS: VRE is a direct beneficiary and party to the aforementioned TRV initiative and other associated agreements permitting increased service levels after completion of specific infrastructure projects, expected by the beginning of the 2030 decade;

WHEREAS: The System Plan 2050 continues and expands upon the broad and transformative vision for the future of VRE service as a regional rail provider as established in System Plan 2040;

WHEREAS: The recommended 2030 service plan is based largely on the expected available infrastructure and rolling stock in the 2030 decade and provides for an over 60% increase in weekday rail service systemwide, with 52 daily weekday trains, and the addition of 26 daily weekend trains systemwide;

WHEREAS: The recommended 2050 Service Vision provides an unconstrained long-range vision of VRE service and proposes a further increase in weekday and weekend rail service levels above that proposed in the 2030 service plan; and

WHEREAS: The VRE Operations Board recommends Commission adoption of the System Plan.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby adopt the VRE System Plan 2050, including associated service plans and proposed supporting capital investment priorities.

BE IT FURTHER RESOLVED that NVTC hereby requests the VRE CEO make periodic and regular updates to the System Plan 2050 once adopted by the Commissions, and that the results of any updates be presented to the Operations Board and Commissions for information or action on an annual basis.

Approved this 17th day of July, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2573

SUBJECT: Approve the Amended and Restated Plan of Delegation of Authority from the Commissions to the VRE Operations Board

WHEREAS: In response to the Commissions' direction, a Plan of Delegation was approved in 2005, which incrementally, over a three-year period, delegated to the VRE Operations Board increasing authority to act in the Commissions' names on various matters;

WHEREAS: The Plan of Delegation was fully implemented in July 2008 and has continued in effect to this day;

WHEREAS: At times, it was not clear whether particular matters primarily involving agreements and real estate matters incidental to approved capital improvement projects, e.g., a temporary construction easement or a stormwater pond maintenance agreement, required Commission action or could be approved at the Operations Board;

WHEREAS: VRE staff proposed an Amended and Restated Plan of Delegation to provide greater clarity whether the VRE Operations Board may act or Commission action is required;

WHEREAS: Commission members will continue to receive all agenda items proposed for VRE Operations Board action to allow them to request that the Commissions act on a matter rather than the VRE Operations Board; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Amended and Restated Plan of Delegation of Authority from the Commissions to the VRE Operations Board.

Approved this 17th day of July, 2025.

A handwritten signature in blue ink, appearing to read "David F. Snyder", is written above a horizontal line.

David F. Snyder
Chair

A handwritten signature in blue ink, appearing to read "Matt Letourneau", is written above a horizontal line.

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2575

SUBJECT: Approve the Purchase and Sale Agreement for Spotsylvania County VRE Station Parking Lot

WHEREAS: As a condition of Spotsylvania County becoming a member of the Potomac Transportation Commission (PRTC) and a participating jurisdiction in the Virginia Railway Express (VRE) Master Agreement, the county agreed to build an initial 500 space parking lot at a new Spotsylvania County VRE Station with a capacity of at least 1,000 spaces;

WHEREAS: Spotsylvania County built a 1,500-space parking lot;

WHEREAS: By agreement between Spotsylvania County and the Virginia Department of Transportation (VDOT), VDOT obtained the necessary land through eminent domain, and VDOT continues to hold title to the parking lot;

WHEREAS: The proposed Purchase and Sale Agreement provides for VDOT's conveyance of the lot to Spotsylvania County which, immediately thereafter, would convey the property to the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC); and

WHEREAS: The VRE Operations Board recommends Commission approval of the Purchase and Sale Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Purchase and Sale Agreement with Spotsylvania County for acquisition by the Commissions of the parking lot at the Spotsylvania County VRE Station at no cost.

BE IT FURTHER RESOLVED that NVTC authorize the VRE Chief Executive Officer to execute the agreement on behalf of the Commissions and to further execute all documents, approved by the VRE General Counsel, necessary to conclude the transfer of the property to the Commissions.

Approved this 17th day of July, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2576

SUBJECT: Appointment of VRE General Counsel and Chief Legal Officer

WHEREAS: In 2021, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, the co-founders, owners and operators of the Virginia Railway Express commuter rail service (VRE), hired a contract employee of the Commissions on a full-time basis as the Commissions' General Counsel and Chief Legal Officer for all VRE matters, concluding that doing so would serve the interests of the Commissions and VRE service;

WHEREAS: The person employed in that position has submitted his resignation;

WHEREAS: As a result of a recruitment and selection process conducted by the VRE Operations Board and its VRE General Counsel and Chief Legal Officer Selection Committee, a candidate has been recommended for appointment to the General Counsel and Chief Legal Officer position; and

WHEREAS: The VRE Operations Board recommends the appointment of Ms. MinhChau Corr as the Commissions' General Counsel and Chief Legal Officer for all VRE matters in accordance with the terms of the employment agreement presented to the Commissions (the "Employment Agreement").

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints MinhChau Corr as General Counsel and Chief Legal Officer for all matters related to the VRE commuter rail service effective September 15, 2025, upon action by each of the Commissions and execution of the aforesaid Employment Agreement by the Commissions and Ms. Corr.

BE IT FURTHER RESOLVED that NVTC hereby approves the Employment Agreement and authorizes the chair to execute it on behalf of the Commission.

Approved this 17th day of July, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2577

SUBJECT: Approve a Memorandum of Agreement Pertaining to NVTC General Counsel Services

WHEREAS: At the Potomac and Transportation Commission (PRTC) meeting on July 10, 2025 and the Northern Virginia Transportation Commission (NVTC) meeting on July 17, 2025, each Commission adopted resolutions appointing Ms. MinhChau Corr as General Counsel and Chief Legal Officer for the Commissions for all VRE matters, and approved an employment agreement between the Commissions and Ms. MinhChau Corr;

WHEREAS: NVTC wishes to formalize its relationship with MinhChau Corr to serve as NVTC’s legal counsel in all NVTC legal matters; and

WHEREAS: A Memorandum of Agreement between NVTC and MinhChau Corr has been prepared detailing her duties as General Counsel to NVTC and the financial arrangements related thereto.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the attached Memorandum of Agreement Pertaining to NVTC General Counsel Services and authorizes the executive director to execute the agreement on behalf of the Commission.

BE IT FURTHER RESOLVED that NVTC authorize the executive director to contribute to the VRE budget on the same financial terms as outlined in the Memorandum of Agreement.

Approved this 17th day of July 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer

**MEMORANDUM OF AGREEMENT
PERTAINING TO NVTC GENERAL COUNSEL SERVICES**

This Memorandum of Agreement, effective September 15, 2025, is by and between the Northern Virginia Transportation Commission (“NVTC”) and MinhChau Corr (“Corr”).

WITNESSETH:

WHEREAS, the Northern Virginia Transportation Commission (“NVTC”) is a political subdivision of the Commonwealth of Virginia established in accordance with the Transportation District Act of 1964, §§ 33.2-1900 et seq. of the Code of Virginia, 1950, as amended; and

WHEREAS, the Virginia Railway Express (“VRE”) is the name of a commuter rail service owned and operated by NVTC and the Potomac and Rappahannock Transportation Commission, also a political subdivision of the Commonwealth of Virginia established in accordance with the Transportation District Act of 1964, (“PRTC”); and

WHEREAS, PRTC and NVTC have approved a contract of employment with Corr, effective September 15, 2025, (the “September 15, 2025 Employment Agreement”) for the provision of general counsel services to both in all matters pertaining to VRE; and

WHEREAS, NVTC has expressed its desire to use Corr’s services for a variety of legal matters in addition to VRE matters by appointing her as legal counsel in all NVTC matters; and

WHEREAS, in its July 17, 2025 resolution approving the September 15, 2025 Employment Agreement with Corr, NVTC authorized retention of Corr’s legal services in all NVTC matters, and authorized the NVTC Executive Director to contribute to the VRE operating budget on the same financial terms as had been in place with VRE with Corr’s predecessor through September 12, 2025; and

WHEREAS, NVTC and Corr have determined that details associated with implementation of NVTC’s approval of the use of Corr as legal counsel in all NVTC matters should be provided for in a Memorandum of Agreement, as such terms are hereafter set forth:

NOW, THEREFORE, in consideration of the foregoing, and the mutual promises and obligations hereafter set forth, NVTC and Corr agree as follows:

1. In addition to the services detailed in the September 15, 2025 Employment Agreement pertaining to VRE legal matters, Corr shall provide legal services in all NVTC matters as provided for herein and as may be requested by the NVTC or the NVTC Executive Director. The legal services provided by Corr shall be those typical of a general counsel for a governmental entity and shall include, but not be limited to, those identified in the list attached as Exhibit A.
2. In consideration of the services provided to NVTC by Corr, and as prescribed by NVTC in its July 17, 2025 resolution, the NVTC Executive Director shall pay, on a fiscal year basis, the annual sum of thirty thousand dollars (\$30,000) to the Virginia Railway Express, as a revenue to the VRE budget and an offset against the compensation paid to Corr under the September 15, 2025 Employment Agreement.
3. NVTC and Corr may, by written amendment, modify the terms and conditions of this Agreement.
4. This Agreement shall be terminated upon termination of the September 15, 2025 Employment Agreement with Corr pertaining to VRE matters, or upon such other action by NVTC to terminate, with or without cause, Corr's role as legal counsel in all NVTC matters.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Agreement as of the date aforesaid.

NORTHERN VIRGINIA
TRANSPORTATION COMMISSION

Katherine A. Mattice

Date: _____

MINH CHAU CORR

Date: _____

EXHIBIT A
NVTC GENERAL COUNSEL DUTIES

The following summarizes the typical duties and responsibilities of the General Counsel to NVTC. The list is intended as illustrative and not exhaustive.

1. Meeting procedures based on State law including Virginia Freedom of Information Act (FOIA), by-laws, Roberts Rules, and other agreements and policy guidance of NVTC
2. FOIA inquiries and information requests
3. Personnel, purchasing, and other policies
4. Legislation – federal and state, including regulations
5. Electronic meetings
6. Closed session motions and certifications
7. Conflict of Interest Act requirements for annual disclosures, contracts, and transactions
8. Procurements (requests for proposals, invitations for bid and public private partnerships) and protests
9. Contract formation and administration; dispute resolution
10. Real estate matters, e.g., office lease
11. Equal Employment Opportunity (EEO) matters – discrimination, harassment, ADA accommodations, Equal Employment Opportunity Commission charges
12. Personnel issues – hiring, termination, grievances
13. Insurance and liability matters
14. Federal, State (e.g. DRPT), Regional (e.g. NVTA), and jurisdictional grant agreements and requirements
15. I-66 and I-395 Toll Revenue grant program matters
16. Washington Metropolitan Area Transit Authority (WMATA) related matters
17. Debt financings