

**MINUTES**  
**NVTC COMMISSION MEETING –JUNE 5, 2025**  
**FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Snyder at 7:08 p.m.

Members Present

Canek Aguirre  
Walter Alcorn  
Sarah Bagley  
Maureen Coffey  
Matt de Ferranti  
Adam Ebbin  
Takis Karantonis  
Paul Krizek  
Alfonso Lopez  
Dalia Palchik  
Catherine Read  
Saddam Azlan Salim  
Mark Sickles  
Paul Smedberg (*via electronic participation*)  
David Snyder  
Daniel Storck

Members Absent

James Bierman, Jr.  
Juli Briskman  
Matt Letourneau  
David Reid  
James Walkinshaw

Staff Present

Kate Mattice, Executive Director	
Jason Adle	Tenley O’Hara
Shannon Bacon	Aimee Perron Seibert
Genoveva Cutrell	Vikram Sinha
Andrew D’huyvetter	Sophie Spiliotopoulos
Rhonda Gilchrest	Melissa Walker
Sarah Godfrey	Rich Dalton (VRE)
Adam Hager	Mark Schofield (VRE)
Xavier Harmony	Steve MacIsaac (VRE)
Meg Johnston	Nick Ruiz (VRE)
Scott Kalkwarf	Christine Hoeffner (VRE)
Ann McGrane	Todd Horsley (DRPT)

## Opening Remarks

Chair Snyder welcomed everyone to the June 5, 2025 NVTC meeting and noted that the meeting is also being livestreamed on YouTube for the public. Board Administrator Rhonda Gilchrest confirmed an in-person quorum.

Chair Snyder stated that Mr. Smedberg requested electronic participation from Washington, DC, for a personal reason due to a business conflict. Mr. Karantonis moved, with a second by Mr. de Ferranti, to approve Mr. Smedberg's request for electronic participation. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Coffey, de Ferranti, Karantonis, Palchik, Read, Salim, Sickles and Snyder. The motion passed.

Mr. Storck arrived at 7:09 p.m.

Chair Snyder noted that DRPT Director Robinson is out of town and not able to attend, so Todd Horsley from DRPT is sitting in to represent DRPT and give their report.

Chair Snyder asked the Commission to take a few minutes to honor two former Commissioners – Congressman Gerry Connolly and former Fairfax County Board Supervisor Cathy Hudgins, who both recently passed away. Congressman Connolly was a champion of public transit since his early days representing Fairfax County. He was appointed to NVTC in 1999 and served nine years as a tireless advocate for public transportation in Northern Virginia – involved in so many of NVTC's programs and initiatives during that time. After becoming NVTC Chair in 2006, Congressman Connolly oversaw the launch of SmarTrip throughout Northern Virginia and in 2009 saw Congress appropriated \$150 million/year for WMATA's state of good repair efforts after a multi-year regional effort. After his election to Congress, Rep. Connolly continued his transit advocacy. He played a foundational role in the Silver Line project, including the completion in 2014 of Phase 1 which extended the Metro line from East Falls Church to Wiehle-Reston East and again in 2022 when the Silver Line final phase opened with a Dulles Airport ceremony.

Chair Snyder stated that Cathy Hudgins retired from the Fairfax County Board of Supervisors in 2019 after serving 20 years on the Board. She made history as the first female African American elected to the Fairfax County Board, representing the Hunter Mill District. During her two decades of leadership, she championed affordable housing, diversity and sustainable growth, but she left a true legacy on her impact on transit. Cathy served on NVTC from 2004-2019 and chaired the Commission in 2010. She represented NVTC on the WMATA Board for 11 years from 2008-2019, serving as chair from 2011-2012, improving WMATA's governance, ensuring completion of the Phase 1 Silver Line and prioritizing a safety culture at the agency.

Ms. Mattice stated that NVTC has not had a loss of two former Commissioners at the same time that has had such a profound impact on NVTC and its mission. Mr. Alcorn stated that these are two huge losses for Fairfax County and the entire region. He stated that Gerry Connolly and Cathy Hudgins were important because they helped change how people think about transportation. They, in each their own way, took the transportation conversation to

another level. Mr. Storck reminisced about the impact both Gerry and Cathy had to the Mount Vernon District and the Fairfax County school system. He noted that public officials do make a difference. Mr. Krizek stated that he knew both of them before they were ever elected to public office while they were citizen activists. They knew the community so well.

Chair Snyder then reviewed the highlight's of the meeting agenda and proposed to conduct block votes when possible. There were no objections.

Ms. Mattice reported that no public comments were received this month.

#### Minutes of the May 1, 2025 Meeting

Mr. de Ferranti moved, with a second by Mr. Krizek, to approve the Minutes of the May 1, 2025 meeting. The vote in favor was cast by Commissioners Alcorn, Bagley, Coffey, de Ferranti, Karantonis, Palchik, Read, Salim, Sickles, Snyder and Storck. Mr. Aguirre abstained, and Mr. Smedberg did not vote due to some technical difficulties. The motion passed.

#### Consent Agenda

Ms. Mattice stated that there are four action items on the Consent Agenda:

- A. Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code
- B. Authorize the Executive Director to Execute a Master Agreement for the Use of Commonwealth Transportation Funds with the Department of Rail and Public Transportation (DRPT)
- C. Adopt the NVTC Electronic Participation Policy
- D. Authorize the Chair to Send a Letter of Support to the U.S. Department of Transportation for the City of Alexandria's Low or No Emission/Buses and Bus Facilities Grant Application

In response to a question from Mr. Sickles, Ms. Mattice explained that periodically the DRPT Master Agreement is updated to align with new Code requirements and other changes, so the requested action is just a routine administrative item.

Ms. Palchik moved, with a second by Mr. Alcorn, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Coffey, de Ferranti, Karantonis, Palchik, Read, Salim, Sickles, Snyder and Storck. A roll call vote followed for Mr. Smedberg who was participating electronically and he voted in the affirmative. The motion passed.

Mr. Ebbin and Mr. Lopez arrived at 7:23 p.m. and joined the discussion.

## NVTC Leadership and Governance

Chair Snyder proposed a block vote for the three actions being requested following Commission discussion. There were no objections.

Virginia Appointments to the WMATA Board of Directors. Chair Snyder stated that Resolution #2561 will appoint and confirm new members to the WMATA Board of Directors effective July 1, 2025. He explained that Matt Letourneau has served with distinction as a principal director of the WMATA Board of Directors since 2020 but is now stepping down to facilitate jurisdictional rotation on the Board. This has always been NVTC's intent to rotate membership on the Board among the jurisdictions. Walter Alcorn will replace him to serve as a principal director and Paul Smedberg continues as the Commonwealth's principal director. Matt de Ferranti will come on board as an alternate director for Mr. Smedberg and current Alternate Canek Aguirre will move to serving as an alternate for Mr. Alcorn. Commissioners had no questions.

WMATA Committee Chair Appointment. Chair Snyder stated that Resolution #2562 will appoint Matt de Ferranti as chair of the NVTC WMATA Committee effective July 1, 2025. NVTC By-Laws specify that the WMATA Committee chair will be one of the two alternates to the WMATA Board. Since current WMATA Committee Chair Walter Alcorn is stepping into a principal director role, he can no longer serve as the committee chair. Canek Aguirre, who is an alternate director, is already serving as chair of the Legislative and Policy Committee. As the other alternate director, Matt de Ferranti will serve as the WMATA Committee chair. Commissioners had no questions.

Resolution of Commendation. Chair Snyder stated that the Resolution of Commendation recognizes Matt Letourneau for his service on the WMATA Board of Directors. The resolution highlights Mr. Letourneau's many accomplishments during his tenure on the WMATA Board. Since Mr. Letourneau could not attend tonight's meeting, Chair Snyder suggested approving the resolution and then presenting it to Mr. Letourneau at the next in-person meeting in September and at that time thank him for his service. Commissioners had no objections to this approach.

Chair Snyder reviewed the three actions as part of the block vote:

- A. Resolution #2561 to Appoint and Confirm Virginia Members to the WMATA Board
- B. Resolution #2562 to Appoint Matt de Ferranti as Chair of the NVTC WMATA Committee
- C. Resolution Commending the Honorable Matthew F. Letourneau for His Service on the WMATA Board of Directors

In response to a question from Mr. Sickles about the make-up of the WMATA Board, Mr. Aguirre explained that there are eight principal directors and eight alternate directors on the WMATA Board, with two principals and two alternates each representing Virginia, Maryland, District of Columbia and the federal government.

Mr. Ebbin moved, with a second by Ms. Palchik, to approve Resolution #2561, Resolution #2562 and the Resolution of Commendation as a block vote. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Coffey, de Ferranti, Ebbin, Karantonis, Lopez, Palchik, Read, Salim, Sickles, Snyder and Storck. A roll call vote followed for Mr. Smedberg who was participating electronically and he voted in the affirmative. The motion passed. (Copies of the resolutions are attached.)

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

Chair Snyder asked Mr. Smedberg to give the WMATA Board report. Mr. Smedberg highlighted several initiatives recently launched including the 'Tap.Ride.Go' last week; Automatic Train Operation (ATO) on the Green and Yellow Lines on May 23; and the new MetroPulse app in early May. WMATA is just several weeks away from the launch of the Better Bus Network. On Sunday, June 29, the redesigned bus network will go live that better serves the region and gets people where they want to go. With the scale of such an effort, everyone is being asked to help spread the word.

Mr. Smedberg also reminded Commissioners that there is a Blue Line construction project beginning July 5 and running through July 26 between Franconia-Springfield and Reagan National Airport. There will be free express shuttle buses available from Springfield to the Pentagon and free local shuttles between Springfield, Van Dorn and King Street. He also mentioned the additional service and security WMATA will have in place this weekend for the World Pride events.

In response to a question from Chair Snyder, Mr. Smedberg explained that riders will still be able to use their regular Metro fare cards, SmarTrip cards and senior cards. Ms. Palchik stated that she is impressed with how easy the 'Tap.Ride.Go' is to use. Ms. Coffey asked if the new app will eventually allow local bus systems to use the same app so riders can use it to transfer to local bus systems. Mr. Smedberg responded that fare integration is being discussed at DMVMoves and the SJ 28 Joint Subcommittee. Mr. Smedberg stated that he can get back to Mr. Karantonis about tracking customer behavior with the new app. Mr. Storck stated that he strongly supports this new technology but observed that there is usually a 2-3% fee for each credit card transaction. Mr. Smedberg stated that the advantages far outweigh the fees and additional costs. Mr. Alcorn stated that WMATA was already incurring some of those costs.

Mr. de Ferranti expressed his gratitude for WMATA getting the 'Tap.Go.Ride' done in time and providing additional service hours for the World Pride events. He asked Mr. Smedberg and Mr. Potts to convey the Commission's appreciation to WMATA Board and staff.

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

Chair Snyder asked Legislative and Policy Committee Chair Canek Aguirre and WMATA Committee Chair Walter Alcorn to give their report. Mr. Aguirre reported that both

committees held a joint meeting on May 29 and received updates on DMVMoves, SJ 28, NVTC's 2025 Report on the Performance and Condition of WMATA, the Transit Service Delivery Advisory Committee, and a draft resolution establishing NVTC's response to DMVMoves funding concepts. The committees also discussed a potential letter to the Washington Metrorail Safety Commission that will be presented for action at this meeting.

Mr. Aguirre announced that the June 18 meeting of the Joint WMATA Committee and Legislative and Policy Committee is cancelled. The committees will reconvene in the fall to work on the legislative agenda as well as the NVTC annual WMATA report.

Resolution on NVTC Principles on DMVMoves Transit Funding Concepts. WMATA Committee Chair Walter Alcorn stated that the resolution responds to recent progress in the development of WMATA funding concepts, bus priority concepts and movement towards a more seamless customer experience on regional transit systems. The Commission adopted funding principles at its January meeting. Since then, the work of DMVMoves and SJ 28 has advanced, and NVTC staff prepared another resolution that provides support for the direction of specific components of these efforts. As both efforts wrap up in the fall, the Commission should expect one more opportunity to state its positions and principles in resolution format. Mr. Alcorn explained that Resolution #2563 was discussed at the Executive Committee meeting and action is being deferred until the July 17 meeting to allow Commissioners another two weeks to submit comments and edits to staff. He asked Mr. D'huyvetter to review the resolution.

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 the Metropolitan Washington Council of Governments Board will receive and take action on various plans and efforts in the fall. While these various plans and agreements are in development at DMVMoves, this summer offers NVTC an important opportunity to endorse or support the direction of these efforts within certain guidelines or conditions. Again, these are draft plans, and so this resolution is not a blanket endorsement, but it's intended to provide qualified indicator of directional support in certain areas.

Mr. D'huyvetter then reviewed the major sections of the resolution. The first major resolve section supports the principles and direction of a DMVMoves WMATA funding concept. It supports the direction of a WMATA funding concept that ensures the system is safe, reliable, efficient and effective while investing in a highly skilled workforce, reduces and manages the capital state of good repair backlog, drives operating cost savings through automation, provides sufficient core capacity improvements to enable future discussions of expansion, ensures that WMATA's structure funding issues are resolved and – consistent with NVTC's January resolution – it calls for Virginia, DC and Maryland to each identify revenue sources to generate their appropriate share of WMATA's funding needs.

Mr. D'huyvetter stated that DMVMoves has been advancing regional conversations on bus priority, which is certain capital investments to help prioritize road space for buses and

getting them out of traffic. This concept is advancing in pieces across the region, and it offers an opportunity to make capital investments that can yield significant operating savings, as faster buses can help reduce operating costs. While the concepts for a regional bus priority plan are still being developed, the resolution articulates NVTC's support for the principles and direction of regional bus priority concepts that deliver improvements and ensure access to bus priority infrastructure for Metrobus, local bus and commuter buses, encourage funding partners to provide resources for transit agencies, local jurisdictions and roadway owners to improve bus stops, encourage better regional coordination while maintaining funding for bus priority capital projects at the jurisdictional level, and consider Virginia's diverse array of existing state, regional and local transportation funding sources for bus priority projects.

Mr. D'huyvetter stated that DMVMoves has also been looking at a long list of potential integration and coordination efforts that would generate efficiencies and provide for a more seamless customer experience across the region's transit agencies. Some examples of what DMVMoves is looking at in this space includes shared service and frequency guidelines, unified bus stop signs and customer information, and a joint call center or one-stop customer service number. The resolution calls for early prioritization mostly around fares, and offers support for continuing regional discussions of these integration and coordination efforts provided that they respect local control and policy making for local transit systems, recognize that the diversity of needs and governance in the region means that there are no one-size-fits all solutions to bus operations, ensure that joint procurements and other efforts by WMATA are sensitive to local needs, and respect that the majority of NVTC local systems do not receive federal formula funds and thus are not subject to the same requirements as WMATA.

Mr. D'huyvetter stated that staff consider this 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 period.

Mr. Sickles asked about the \$153 million operating funding and what it includes. Mr. D'huyvetter explained that this amount is the rebaselining for FY 2025 and FY 2026. Mr. Alcorn stated that this resolution clause acknowledges that both the Commonwealth and the jurisdictions dipped into general funds. Mr. de Ferranti stated that he would like to discuss off-line with staff to get a better understanding about local bus system needs as it relates to the resolution. Ms. Mattice reviewed some of the intent of the resolution as it relates to local bus.

Mr. Salim stepped out of the room at 7:52 p.m. and returned to the meeting after a few minutes.

Chair Snyder reminded Commissioners to get their comments to staff within the next two weeks.

Letter to the Washington Metrorail Safety Commission. Mr. Alcorn reported that at last week's joint committee meeting, Mr. Letourneau asked the committees to consider sending a letter to the Washington Metrorail Safety Commission (WMSC) regarding the WMSC's proposed changes to its Program Standard that would impose fines on WMATA for non-compliance with the WMSC's corrective action plans. The letter urges WMSC to establish a dispute resolution or mediation process for all disagreements through a third party when disagreements arise between WMSC and WMATA. Ultimately, any fines imposed on WMATA by the WMSC would be the financial responsibility of WMATA's local jurisdictions. Mr. Alcorn noted that Maryland and the District of Columbia have sent similar letters to the WMSC urging them to establish a third-party mediation process. The Commission is being asked to authorize the chair to transmit the letter to the Safety Commission. Mr. Alcorn asked Mr. Smedberg to comment.

Ms. Bagley stepped out of the room and returned a few minutes later.

Mr. Smedberg stated that WMATA has been working on this for over three years. Anytime there is a dispute, the appeal goes back to the Safety Commission. WMSC is the only safety commission in the country that has this type of authority.

Ms. Bagley moved, with a second by Mr. Lopez, to authorize the chair to send the letter to the Washington Metrorail Safety Commission. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Coffey, de Ferranti, Ebbin, Karantonis, Lopez, Palchik, Read, Salim, Sickles, Snyder and Storck. A roll call vote followed for Mr. Smedberg who was participating electronically and he voted in the affirmative. The motion passed.

Mr. de Ferranti and Mr. Alcorn stepped out of the room.

Transit Service Delivery Advisory Committee (TSDAC). Ms. Mattice reported that DRPT convened TSDAC on May 13 to do a complete review of how state operating and capital funding is proposed for allocation this coming year in advance of doing a deep dive on performance measures. While most of the Northern Virginia systems saw a marginal increase in state operating assistance for FY 2026, Fairfax Connector did see a reduction of 11% (\$24 million).

Ms. Mattice stated that DRPT also presented some compelling data on the disconnect between the anticipated needs of transit systems across the state and the projected growth in the Commonwealth Mass Transit Account. In particular, it is projected that there will be an immediate decrease in available funds starting in FY 2027 and a growth trajectory that does not align with anticipated needs. This is important as the region looks to a long-term funding solution.

Federal Update. Ms. Mattice reported that President Trump proposed full funding of transit and highways in his FY 2026 budget – meeting the Infrastructure Investment and Jobs Act (IIJA) funding levels. As a reminder, this is because highway and transit funding are apart from general appropriations under the Highway Trust Fund. This funding certainty is only good for another year as the IIJA will need to be reauthorized. And, related, the Federal

Transit Administration (FTA) is soliciting grant applications for the bus and bus facilities program, including the Lo and No emissions bus program – again, because these have guaranteed full funding. Earlier in the agenda, NVTC endorsed a DASH application and she expects other systems may be seeking this funding, as well.

#### Report from the Chair of the Program Advisory Committee

Chair Snyder asked Program Advisory Committee Chair Dalia Palchik to give her report. Ms. Palchik stated that action is being requested to approve the I-395/95 Commuter Choice Program of Projects for FY 2026-2027 for submission to the Commonwealth Transportation Board. The Program of Projects is the same as was presented to the Commission at last month's meeting.

Mr. de Ferranti and Mr. Alcorn returned to the meeting at 8:12 p.m. and rejoined the discussion.

Ms. Palchik noted that Commuter Choice Program Manager Daniel Knickelbein is at the PRTC meeting tonight as they are also being asked to approve the Program of Projects. Once both Commissions have approved the Program of Projects, it will be sent to the CTB for final approval through inclusion in the FY 2026-2031 Six-Year Improvement Program (SYIP). Once that is approved, Standard Project Agreements can be executed between NVTC and grantees, and projects can begin as early as July 1.

Mr. de Ferranti moved, with a second by Mr. Aguirre, to approve Resolution #2564 to approve the I-395/95 Commuter Choice Program of Projects (FY 2026-2027) for submission to the Commonwealth Transportation Board and authorize the executive director to execute the Standard Project Agreements. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Coffey, de Ferranti, Ebbin, Karantonis, Lopez, Palchik, Read, Salim, Sickles, Snyder and Storck. A roll call vote followed for Mr. Smedberg, but he did not participate in the vote. The motion passed.

#### Virginia Railway Express (VRE)

Chair Snyder noted that VRE CEO Rich Dalton had not yet arrived from the PRTC meeting. Mr. Schofield offered to sit in on Mr. Dalton's behalf until he arrives. The chair asked VRE Operations Board Chair Sarah Bagley to introduce the action items and he proposed a block vote for those actions.

Operating Services for Commuter Rail Contract with Keolis Rail Services Virginia, LLC. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2565, which will authorize the VRE CEO to amend the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia extending the contract for one year through June 30, 2026 for the management, supervision and certified locomotive engineers and conductors to operate VRE commuter rail trains.

Mr. Bagley explained that each of the years in the contract's two option periods have been authorized and VRE is concluding the final year of the contract on June 30, 2025. However, in order to continue operating services during FY 2026, it is recommended that the contract be extended by one year while the procurement process for a new operating and maintenance services contract is carried out. Additionally, a one-year extension will align the term of the contract for operating services with the end of the first five-year option period of the contract for maintenance services.

Mr. Aguirre stepped out of the room at 8:17 p.m.

Maintenance Services for Commuter Rail Contract with Keolis Rail Services Virginia, LLC. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2566, which will authorize the VRE CEO to amend the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia for the fifth year of the first option period through June 30, 2026. Contracted services include the maintenance, inspection and repairs of VRE locomotives, passenger rail cars and maintenance facilities. There are no material changes to the scope of work for the upcoming fiscal year.

Agreement with Amtrak for Access and Storage at Washington Union Terminal. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2567, which will authorize the VRE CEO to execute a third amendment to the agreement with Amtrak for access and storage at Washington Union Terminal to exercise the option to extend the term of the agreement by five years through June 30, 2030. The current agreement will expire on June 30, 2025.

Amended and Restated Plan of Delegation of Authority from the Commissions to the VRE Operations Board. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2568, which will approve the Amended and Restated Plan of Delegation of Authority from the Commissions to the VRE Operations Board. The Plan of Delegation incorporates a process for oversight by the Commissions of all actions taken by the VRE Operations Board on behalf of the Commissions. Since 2008, the Plan of Delegation has worked effectively. However, at the staff level, there have been instances where it was not clear whether a particular matter required Commission action or could be approved at the Operations Board. These matters primarily involve agreements and real estate matters incidental to approved capital improvement projects. Often, these matters are simple, such as temporary construction easement or a stormwater pond maintenance agreement and are time sensitive. Accordingly, the proposed Amended and Restated Plan of Delegation provides greater clarity whether the VRE Operations Board may act or Commission action is required. No change is proposed to the process for Commission members to request an action item be taken from the Operations Board and brought to the Commissions.

Commissioners had no questions on the action items.

Chair Snyder suggested conducting a block vote on the first three actions (#A-C) and wait on #D Plan of Delegation until legal counsel arrives:

- A. Resolution #2565 to Authorize the VRE CEO to Extend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia for an Additional Year
- B. Resolution #2566 to Authorize the VRE CEO to Execute an Amendment for the Fifth Year of the First Option Period to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia
- C. Resolution #2567 to Authorize the VRE CEO to Execute a Third Amendment to the Agreement with Amtrak for Access and Storage at Washington Union Terminal

Mr. Alcorn moved, with a second by Mr. Krizek, to approve Resolution #2565, Resolution #2566 and Resolution #2567 as a block vote. The vote in favor was cast by Commissioners Alcorn, Bagley, Coffey, de Ferranti, Ebbin, Karantonis, Lopez, Palchik, Read, Salim, Sickles, Snyder and Storck. Mr. Aguirre and Mr. Smedberg did not participate in the vote. The motion passed. (Copies of the resolutions are attached.)

Mr. Aguirre returned to the discussion.

Draft VRE System Plan 2050. Mr. Schofield gave an update on the progress VRE staff and the Operations Board have made to the draft System Plan since the last update at the April Commission meeting. The plan is expected to be brought back for action at the July Commission meeting.

Mr. Schofield explained that this is a vision plan and is not a budget or commitment to provide specific funding – if funds are not available, plans will not be implemented. Commission approval for specific service implementation and capital improvements will be sought separately. An annual budget must be balanced, with expenses covered by expected revenues. He stated that VRE staff understand that it cannot land on the jurisdictions for funding this plan. That is why the plan ties into the work being done by DMVMoves and SJ 28 and can serve as guidepost for seeking additional funding support, whether through SJ 28 or other channels.

Mr. Schofield explained that VRE used MWCOG/TPB travel demand forecasting model (v 2.4) which includes existing and planned land use assumptions provided from each locality. VRE has tried to revise the assumptions and ridership projections based on return-to-office orders, changing telework patterns and other variables. He reviewed the ridership projections for 2030 and 2050, as well as for weekend service.

Mr. Schofield explained that currently VRE is a commuter rail service running service during peak hours and peak direction. For 2030 and 2050, VRE is envisioning becoming a regional railroad offering peak and off-peak service, reverse trains, evening trains and weekend trains to serve all kinds of trips.

Mr. Schofield stated that joint investments by VRE and the Virginia Passenger Rail Authority (VPRA) will significantly increase capacity, flexibility, fluidity and reliability. Once Long

Bridge opens, VRE will be able to add significant weekday and weekend service without new railcars. The focus in mid-2030s and into 2040 will shift to replacement of existing railcars. He reviewed the build versus no-build chart.

In response to a question from Mr. Sickles about increasing levels of ridership and the cost associated, Mr. Ruiz explained that there is an annual \$40 million funding gap that would need to be identified to reach the increased level of service proposed. Mr. de Ferranti asked if VRE staff will provide a funding estimate by the fall so DMVMoves and SJ 28 will have concrete “asks” for the legislative session. Mr. Schofield stated that he has already begun working with key staff and he envisions layers (what is needed to just continue current VRE service levels once pandemic funding ends; what is needed once Long Bridge is completed and VRE can add service; what is needed to meet long-term capital needs; and what it would take to reach the 2050 vision). Mr. Karantonis asked about the fourth track project and Long Bridge. Mr. Ruiz stated that the 2030 vision would not be possible without the completion of the Long Bridge and the projects in Transforming Rail in Virginia Phase 1 and 2. Most of those improvements are already in progress. The 2050 vision requires more rolling stock, etc.

Mr. Sickles stated that in advertising this, it is important to convey how this service will impact the outer jurisdictions, such as Prince William County, Spotsylvania County and Stafford County. He asked how VRE service will be integrated with Amtrak service. Mr. Ruiz stated that VRE has been strategic in slotting future VRE service with Amtrak service, since VRE has step-up service already with Amtrak.

Ms. Bagley stated that the 2030 projected systemwide average daily ridership is 13,023, but VRE was 16 riders shy of that number three weeks ago. These are not unrealistic projections and are achievable. VRE staff have been working with moving targets for projections for the last five years. The projected budget numbers are also very conservative and realistic for the 2030 numbers. She stated that at the Operations Board meetings there are exciting VRE conversations from PRTC members. She also noted that VRE will become more efficient and more affordable by the VPRA investments in the Manassas Line, the Long Bridge, etc. VRE won't be paying the excessive access fees and will be more reliable because they won't be stuck behind freight trains. VRE will have a better product, which will help contribute to these numbers. She also stated, although she didn't know them, she has referenced Gerry Connolly and Cathy Hudgins as visionaries. It takes visionaries, such as some members who sit on NVTC and VRE, to make this happen. She agreed with Mr. de Ferranti that it is important to give a strong number to the General Assembly. She encouraged Commissioners to dream a little. Mr. Krizek stated that he likes these comments and asked about capacity in the future, because that would be a lot of people not driving on the roads. In response to a question from Ms. Palchik, Mr. Ruiz stated that currently VRE allows kids under 18 to ride free and hopefully this is a strong marketing tool for future riders.

Chair Snyder stated that the System Plan 2050 vision will provide more service for more money. Considering VRE has lost ridership due to the pandemic and is not changing its business model, he asked about what evidence VRE has that supports that people will use the service to justify the increased expenditure. He asked if VRE has done any surveys. Mr. Alcorn also requested information on how much VRE needs for operating and capital. Ms.

Coffey also noted that the economic development component needs to be looked at to make sure there are places for people to be going by VRE in light of the reduction in the federal workforce.

Plan of Delegation continued. Chair Snyder asked Mr. Maclsaac to speak to this action item. Mr. Maclsaac reported that at PRTC's meeting one Commissioner had some concerns but since that Commissioner had to leave early, PRTC requested VRE provide more clarification. PRTC did not vote on the plan and it will be brought back for a July vote. Mr. Maclsaac stated that since there could be some edits, NVTC should defer action until July as well. He then provided some context of how the plan was developed and why it is being updated.

VRE CEO Report. Mr. Dalton reported that VRE ridership continues to grow. On-time performance is hovering around 80%. He spoke to the problems of congestion, but there is hope for improvement with the capital projects underway, which will open up capacity.

#### Department of Rail and Public Transportation

Mr. Horsley encouraged Commissioners to read the written DRPT Report. He announced that he is leaving DRPT after 10.5 years as he has accepted a CEO position at a transit system in Pennsylvania. Commissioners congratulated him and thanked him for his service.

#### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which includes tributes to Gerry Connolly and Cathy Hudgins, the ribbon cutting at DASH for two 60-foot electric articulated buses funded by the Commuter Choice program, and the Virginia Transit Association Conference, where Delegate Sickles gave opening remarks, Mr. Aguirre was elected to serve as VTA vice president, Kate Mattice, Ann McGrane and Sophie Spiliotopoulos gave presentations, and Adam Hager graduated from the Virginia Transit Leadership Institute.

Ms. Mattice introduced NVTC's new Deputy Director of Strategic Communications, Sarah Godfrey. Sarah brings her nearly 20 years of communications expertise to NVTC. She comes to us from The Pew Charitable Trusts, where she provided strategic outreach and communications guidance. Previously, Sarah served as a senior public information officer with the City of Alexandria, where she supported transportation, public works and environmental programs, giving her firsthand knowledge of local transit and transportation systems.

Ms. Mattice also announced that NVTC is saying farewell to Xavier Harmony, who has been with NVTC since March 2022, during which time he became Dr. Harmony, receiving his PhD from Virginia Tech. Xavier has led NVTC's research team, providing guidance and direction on a whole range of issues that will provide meaningful improvements to the region's public

transit network. Xavier and his family are returning to his home country of Australia where he aims to continue his transit policy, planning and research work.

Ms. Mattice announced that NVTC's 60<sup>th</sup> Anniversary Documentary has been honored by the Communicator Awards in the category of General-Documentary, Excellence 2025 from the Academy of Interactive & Visual Arts. NVTC premiered the documentary at the 60<sup>th</sup> anniversary celebration last fall and that it tells the story of NVTC's founding and work over the last six decades through the voices of many current and past Commissioners.

Ms. Mattice reviewed upcoming meetings, which include:

- Program Advisory Committee will meet on Wednesday, June 18 at 4:30 p.m., NVTC Suite #230.
- Joint WMATA Committee and Legislative and Policy Committee meeting on June 18 has been cancelled.
- Next Commission meeting is July 17 at 7:00 p.m. (Executive Committee 6:00 p.m.) and these are ALL-VIRTUAL meetings.

Ms. Mattice stated that the April 2025 Financial Reports are provided in the meeting materials. There were no comments or questions.

Mr. Sickles stated that he went to an informative VPRA briefing and he plans to host a similar briefing. Ms. Mattice noted that VPRA is presenting at the July 17 meeting to update the Commission on Transforming Rail in Virginia.

### Adjournment

Ms. Bagley moved, with a second by Mr. de Ferranti, to adjourn the meeting. The vote in favor was unanimous and Chair Snyder adjourned the meeting at 9:17 p.m.

Approved this 17<sup>th</sup> day of July 2025.

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David F. Snyder  
Chair

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Matthew F. Letourneau  
Secretary-Treasurer



## RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable Matthew F. Letourneau for His Service on the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors
- WHEREAS:** Mr. Letourneau was first elected to represent the Dulles District of the Loudoun County Board of Supervisors in November 2011 and joined NVTC in January 2016;
- WHEREAS:** NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA);
- WHEREAS:** Mr. Letourneau has served as a member of the WMATA Board of Directors since 2019, first serving as an alternate director and then becoming a principal director in 2020;
- WHEREAS:** Since September 2021, Mr. Letourneau has served as chair of the WMATA Board's Finance and Capital Committee, successfully leading the development and implementation of WMATA's operating budget and Capital Improvement Program in Fiscal Years 2022 through 2026;
- WHEREAS:** Mr. Letourneau demonstrated leadership as WMATA navigated the COVID-19 pandemic, making timely decisions amid economic uncertainty, working with funding jurisdictions to make the best use of federal aid and ensuring adequate rail, bus and MetroAccess service for those most in need;
- WHEREAS:** In his role as Finance and Capital Committee Chair, Mr. Letourneau led the WMATA Board's update of Fare Policy Principles, last updated in 2010, and the approval of fare modernization and simplification changes in the WMATA FY 2024 Budget;
- WHEREAS:** Mr. Letourneau played a leading role in two generational capital investments in the Metrorail system with the opening of the Silver Line Phase II to Loudoun County, linking Washington Dulles International Airport to the national capital in 2022, and the opening of the Potomac Yard Metrorail Station in 2023, providing a critical infill station on the Yellow and Blue Lines;
- WHEREAS:** As WMATA's pandemic-era federal aid was set to be exhausted, Mr. Letourneau engaged closely with WMATA to explain to the region the magnitude of the impending WMATA operating and capital budget fiscal cliffs so that the region could develop a temporary funding solution and simultaneously worked with WMATA management to identify over \$500 million in cost savings and forgone expenditures between Fiscal Years 2023 and 2025;

**WHEREAS:** Understanding the need for predictable, reliable funding and the benefit such funding would bring to WMATA and Northern Virginia jurisdictions, Mr. Letourneau has advocated for a long-term operating and capital funding solution for WMATA, leading to the establishment in May 2024 of DMVMoves, a regional initiative tasked with identifying a vision for and funding a world-class, integrated transit system in the Greater Washington region;

**WHEREAS:** Mr. Letourneau contributed to WMATA policy direction in the first comprehensive overhaul and update of Metrobus service through the development and adoption of the Better Bus Network Redesign in 2024;

**WHEREAS:** In 2024, Mr. Letourneau oversaw the development of new, restructured Metrorail and Metrobus subsidy allocation formulas for the first time in decades, leading to better alignment between investment and service levels for the benefit of WMATA's funding jurisdictions;

**WHEREAS:** Mr. Letourneau has brought a regional perspective to WMATA funding and policy matters, representing the interests of Northern Virginia jurisdictions and working collaboratively with regional partners in the District of Columbia, State of Maryland and the federal government; and

**WHEREAS:** Matthew F. Letourneau has served with distinction as a principal director of the WMATA Board of Directors since 2020 but is now stepping down to facilitate jurisdictional rotation on the WMATA Board.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends the Honorable Matthew F. Letourneau for his service to NVTC, WMATA, the citizens of Northern Virginia and the Commonwealth of Virginia.

**BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Mr. Letourneau as an expression of its gratitude and in appreciation of his work on the WMATA Board of Directors.

Approved this 5<sup>th</sup> day of June, 2025.

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David F. Snyder  
Chair



**RESOLUTION #2561**

**SUBJECT:** Appoint and Confirm Virginia Members to the WMATA Board of Directors

**WHEREAS:** NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA);

**WHEREAS:** On January 16, 2025, NVTC appointed and confirmed Paul C. Smedberg and Matthew F. Letourneau as principal directors of the WMATA Board of Directors and Walter L. Alcorn and Canek Aguirre as alternate directors to the WMATA Board of Directors;

**WHEREAS:** Matthew F. Letourneau has served with distinction as a principal director of the WMATA Board of Directors since 2020 but is now stepping down to facilitate jurisdictional rotation on the Board; and

**WHEREAS:** The following terms are realigned in accordance with the Code of Virginia.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principal directors and alternate directors to the WMATA Board of Directors effective July 1, 2025:

**Principals**

Commonwealth Appointee (term expires 01-05-2026)  
NVTC Appointee (term expires 01-05-2029)

Paul C. Smedberg  
Walter L. Alcorn

**Alternates**

Alternate to Commonwealth Principal (term expires 01-04-2028)  
Alternate to NVTC Principal (term expires 01-05-2027)

Matt de Ferranti  
Canek Aguirre

Approved this 5<sup>th</sup> day of June 2025.

  
\_\_\_\_\_  
David F. Snyder  
Chair

  
\_\_\_\_\_  
Matthew F. Letourneau  
Secretary-Treasurer



**RESOLUTION #2562**

**SUBJECT:** Appoint Matt de Ferranti as Chair of the NVTC WMATA Committee

**WHEREAS:** The NVTC WMATA Committee serves as the primary venue for NVTC jurisdictions to have a voice in WMATA matters ensuring that their issues are elevated to WMATA when appropriate by the Virginia WMATA Board members, providing NVTC-wide regional guidance to the Virginia appointees to the WMATA Board and a framework for sharing institutional knowledge, providing a forum to discuss and recommend to the Commission NVTC-wide regional positions on WMATA issues through consensus-based deliberations, and providing leadership and support to NVTC staff in the development of WMATA-related oversight objectives, policies, procedures and agreements;

**WHEREAS:** Per NVTC By-Laws, WMATA Committee membership consists of the two principal and two alternate directors appointed by the Commission to the WMATA Board of Directors, as well as Commission members drawn from other member jurisdictions not already represented by the foregoing members;

**WHEREAS:** NVTC By-Laws specify that the WMATA Committee chair will be one of the two alternates to the WMATA Board; and

**WHEREAS:** Walter Alcorn has served with distinction as chair of the WMATA Committee but has been appointed to serve as a principal director to the WMATA Board of Directors effective July 1, 2025, so he can no longer serve as committee chair.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby appoints Matt de Ferranti to serve as chair of the NVTC WMATA Committee effective July 1, 2025.

Approved this 5<sup>th</sup> day of June, 2025.

  
\_\_\_\_\_  
David F. Snyder  
Chair

  
\_\_\_\_\_  
Matthew F. Letourneau  
Secretary-Treasurer



## RESOLUTION #2564

- SUBJECT:** Approve the I-395/95 Commuter Choice Fiscal Year (FY) 2026-2027 Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- WHEREAS:** Under the Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes (MOA), NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) are responsible for selecting and administering multimodal projects under the I-395/95 Commuter Choice program;
- WHEREAS:** The principal objective of the Commuter Choice program is to support projects that meet goals identified in the MOA, which are to (1) maximize person throughput and (2) implement multimodal improvements to (i) improve mobility along the corridor, (ii) support new, diverse travel choices and (iii) enhance transportation safety and travel reliability;
- WHEREAS:** According to the Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds, NVTC staff is responsible for Commuter Choice project evaluation; financing and financial management; compliance, including evaluation, reporting and quality assurance; and providing information to the public;
- WHEREAS:** From October 2024 to December 2024, NVTC conducted an I-395/95 Commuter Choice FY 2026-2027 Call for Projects which yielded 14 eligible applications that support program goals with a total funding request of \$29.5 million;
- WHEREAS:** Up to \$30 million is available for new projects over the FY 2026-2027 period;
- WHEREAS:** In the previous funding round for the FY 2024-2025 I-395/95 Commuter Choice Program of Projects, the Commissions authorized a \$20 million award to Fairfax County's Richmond Highway Bus Rapid Transit (BRT) project, to be split into two \$10 million awards across two funding rounds;
- WHEREAS:** Based upon technical evaluation results and review with the NVTC-PRTC Joint Commission Working Group and the Commissions, NVTC staff recommend approval of the I-395/95 Commuter Choice FY 2026-2027 Program of Projects (attached Table 1) that includes 15 projects, totaling \$39,506,461, and NVTC's program administration costs (\$325,000) for a total of \$39,831,461 that would subsequently be included in the FY 2026-2031 Six-Year Improvement Program upon the Commonwealth Transportation Board's action;

**WHEREAS:** As required by the MOA, NVTC and PRTC held a virtual public hearing on April 24, 2025 that was advertised prior to the hearing date, providing members of the public with the opportunity to provide feedback on the projects under consideration for Commuter Choice funding; and

**WHEREAS:** In addition to holding a public hearing, NVTC also held an online public comment period from March 12–April 11 to solicit public input, which resulted in 458 submissions via an online survey and email comments.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the I-395/95 Commuter Choice FY 2026-2027 Program of Projects (Table 1) and authorizes staff to submit the Program of Projects to the Commonwealth Transportation Board for action, contingent upon the Potomac and Rappahannock Transportation Commission's approval of a comparable action.

**BE IT FURTHER RESOLVED** that NVTC hereby authorizes the executive director, or her designee, to execute the Standard Project Agreements for the I-395/95 Commuter Choice FY 2026-2027 Program of Projects following approval by the Commonwealth Transportation Board.

Approved this 5<sup>th</sup> day of June, 2025.



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David F. Snyder  
Chair



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Matthew F. Letourneau  
Secretary-Treasurer

**Table 1: Recommended I-395/95 Commuter Choice  
FY 2026-2027 Program of Projects**

<b>Applicant</b>	<b>I-395/95 Commuter Choice Project Name</b>	<b>FY 2026-2027 Award</b>
<b>Fairfax County</b>	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	\$10,000,000
<b>OmniRide</b>	Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation)	\$555,400
<b>WMATA</b>	New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29)	\$2,357,200
<b>OmniRide</b>	Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (Continuation)	\$1,972,700
<b>DASH</b>	Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (Continuation)	\$7,414,500
<b>DASH</b>	Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation)	\$4,388,500
<b>OmniRide</b>	Route 1 Local Enhanced Bus Service (Continuation)	\$677,700
<b>OmniRide</b>	Prince William Metro Express Enhanced Bus Service (Continuation)	\$607,000
<b>OmniRide</b>	Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (Continuation)	\$1,937,200
<b>Arlington County</b>	Route 87 (Shirlington to the Pentagon) Enhanced Bus Service	\$475,000
<b>WMATA</b>	Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25)	\$741,040
<b>Fairfax County</b>	Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (Continuation)	\$1,958,651
<b>Virginia Railway Express</b>	Leeland Road Station Improvement Project	\$2,150,566
<b>Fairfax County</b>	Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service	\$2,128,807
<b>Fairfax County</b>	Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation)	\$2,142,197
<b>Total Project Funding</b>		<b>\$39,506,461</b>
<b>NVTC</b>	Program Administration and Oversight for FY 2026-2027	\$325,000
<b>Total Recommended Funding</b>		<b>\$39,831,461</b>



## RESOLUTION #2565

- SUBJECT:** Authorize the VRE CEO to Execute an Amendment to Extend the Contract for Operating Services for Commuter Rail for One Year with Keolis Rail Services Virginia, LLC
- WHEREAS:** On October 16, 2009, following a competitive solicitation process, the VRE Operations Board recommended, and the Commissions subsequently approved, a five-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;
- WHEREAS:** On December 17, 2010, the Operations Board recommended, and the Commissions subsequently approved, a contract amendment in the amount of \$2,085,000;
- WHEREAS:** On May 20, 2011, the Operations Board recommended, and the Commissions subsequently approved, the second contract year through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875;
- WHEREAS:** On April 20, 2012, the Operations Board recommended, and the Commissions subsequently approved, the third contract year through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466;
- WHEREAS:** On April 19, 2013, the Operations Board recommended, and the Commissions subsequently approved, the fourth contract year through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507;
- WHEREAS:** On April 18, 2014, the Operations Board recommended, and the Commissions subsequently approved, the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554;
- WHEREAS:** On May 15, 2015, the Operations Board recommended, and the Commissions subsequently approved, the first year of the first option period through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554;
- WHEREAS:** On May 20, 2016, the Operations Board further authorized amending the contract to remove the requirements for the Maintenance of Equipment and Facilities;

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

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

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

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

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

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

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

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

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

**WHEREAS:** On May 17, 2024, the Operations Board recommended, and the Commissions subsequently approved, the fifth year of the second option period through June 30, 2025, in an amount of \$19,763,000, for a total contract value not to exceed \$269,480,057;

**WHEREAS:** On May 16, 2025, the Operations Board recommended the Commissions extend the contract for an additional year through June 30, 2026, in the amount of \$20,828,500 for a total contract value not to exceed \$290,308,557; and

**WHEREAS:** Approval of this resolution will allow for continued train operations in FY 2026.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby authorize the VRE Chief Executive Officer to execute an amendment extending the Contract for Commuter Rail Operating Services with Keolis Rail Services Virginia, LLC (KRSV) for an additional year through June 30, 2026, in the amount of \$20,828,500 for a total contract value not to exceed \$290,308,557.

Approved this 5th day of June, 2025.

  
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David F. Snyder  
Chair

  
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Matthew F. Letourneau  
Secretary-Treasurer



## RESOLUTION #2566

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

**WHEREAS:** On May 17, 2024, the Operations Board recommended, and the Commissions subsequently approved, the fourth year of the first option period through June 30, 2025, in the amount of \$12,273,550 for a total contract value not to exceed \$83,025,329;

**WHEREAS:** On May 16, 2025, the Operations Board recommended the Commissions exercise the option for the fifth year of the first option period through June 30, 2026, in the amount of \$12,521,000; and

**WHEREAS:** The increase in contract term and authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2026.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an amendment to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$12,521,000 for the fifth year of the first option period, for a total Contract value not to exceed \$95,546,329 through June 30, 2026.

Approved this 5<sup>th</sup> day of June 2025.

  
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Matthew F. Letourneau  
Secretary-Treasurer

  
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David F. Snyder  
Chair



## RESOLUTION #2567

**SUBJECT:** Authorize the VRE CEO to Execute a Third Amendment to the Agreement with Amtrak for Access and Storage at Washington Union Terminal

**WHEREAS:** VRE's current access and storage agreement with Amtrak expires June 30, 2025, and includes a provision to amend the current agreement, extending the term for an additional five years starting July 1, 2025, ending on June 30, 2030;

**WHEREAS:** The current agreement includes access and mid-day storage at Washington Union Terminal (WUT);

**WHEREAS:** VRE and Amtrak staff have updated various sections of the current agreement to reflect the current state of VRE operations;

**WHEREAS:** The new agreement will provide VRE with continued access and mid-day storage and other services at Washington Union Terminal (WUT); and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby authorize the VRE Chief Executive Officer to execute a Third Amendment to the Agreement for Commuter Rail Passenger Service Access to Washington Union Terminal and Station and Storage of Commuter Rail Passenger Equipment to exercise the option to extend the term of the Agreement by five years through June 30, 2030.

Approved this 5th day of June, 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