

MINUTES
NVTC COMMISSION MEETING –MARCH 6, 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 7:06 p.m.

Members Present

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

Members Absent

Juli Briskman
Matt Letourneau

Staff Present

| | |
|----------------------------------|----------------------|
| Kate Mattice, Executive Director | Vikram Sinha |
| Genoveva Cutrell | Melissa Walker |
| Andrew D’huyvetter | Aimee Perron Seibert |
| Matt Friedman | Carter Whitelow |
| Rhonda Gilchrest | Rich Dalton (VRE) |
| Adam Hager | Mark Schofield (VRE) |
| Xavier Harmony | Joe Swartz (VRE) |
| Scott Kalkwarf | |
| Ann McGrane | |
| Daniel Knickelbein | |
| Tenley O’Hara | |

Opening Remarks

Chair Snyder welcomed everyone to the March 6, 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 Ms. Bagley requested electronic participation for a personal reason as she is on business travel in North Dakota. Mr. Alcorn moved, with a second by Mr. de Ferranti, to approve Ms. Bagley's request for electronic participation. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bierman, Coffey, de Ferranti, Lopez, Palchik, Read, Reid, Salim, Sickles, Smedberg, Snyder and Walkinshaw. The motion passed.

Chair Snyder acknowledged NVTC's General Assembly members and thanked them and the entire Northern Virginia delegation for their good work on behalf of the region and the Commonwealth during this past General Assembly Session. He also thanked DRPT Director Robinson and her team.

Mr. Storck arrived at 7:08 p.m. and joined the meeting.

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

Minutes of the January 16, 2025 Meeting

Mr. de Ferranti moved, with a second by Mr. Alcorn, to approve the Minutes of the January 16, 2025 Meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bierman, Coffey, de Ferranti, Lopez, Palchik, Read, Reid, Salim, Sickles, Smedberg, Snyder, Storck and Walkinshaw. A roll call vote followed for Ms. Bagley who was participating electronically and she voted in the affirmative. The motion passed.

Consent Agenda

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

- 3A Resolution #2555: Approve the FY 2026 State Assistance Applications to DRPT
- 3B Resolution #2556: Request WMATA to Allocate Commonwealth of Virginia Operating Subsidy Assistance using the NVTC Subsidy Allocation Model (SAM) Formula
- 3C Authorize the Executive Director to Award the Creative Services Contract

Mr. Krizek arrived at 7:10 p.m. and joined the meeting.

Ms. Palchik moved, with a second by Mr. Alcorn, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bierman, Coffey, de Ferranti, Krizek, Lopez, Palchik, Read, Reid, Salim, Sickles, Smedberg, Snyder, Storck and Walkinshaw. A roll

call vote followed for Ms. Bagley who was participating electronically and she voted in the affirmative. The motion passed.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Snyder asked Mr. Smedberg to give the WMATA Board report and noted that Mr. Letourneau could not attend due to a scheduling conflict with a Loudoun County budget work session.

Report from the WMATA Board Members. Mr. Smedberg reported that WMATA's revised FY 2026 Proposed Budget and Capital Improvement Program were released last week. WMATA has seen strong ridership and revenue growth this year even before the federal return-to-office mandates, so the revised budget anticipates a \$20 million increase in passenger revenue relative to the original budget. As a result, \$20 million in preventive maintenance transfers are able to be shifted back to the operating budget. This helps extend the debt capacity of the dedicated capital funding. Under this revised budget, WMATA identified \$444 million in additional funding capacity in the six-year capital improvement program thanks to FY 2025 performance, cost savings across various program areas, and reduced overhead and administrative expenses. This additional capacity will enable more progress in critical state of good repair needs like rail systems, track rehabilitation and passenger facilities. Mr. Smedberg reminded Commissioners of the significant work the WMATA team has done to identify cost savings and ways to grow revenues. There have been over \$500 million in cost savings over the past two years.

Mr. Smedberg announced that this week WMATA staff commenced the first phase of the Better Bus implementation. He also reviewed upcoming track and station work this summer. The Franconia-Springfield and Van Dorn Stations will be closed from July 5-26 with free shuttle buses operating during that period and on the Yellow Line, there will be weekend single tracking between Braddock Road and Huntington Stations on July 12-13 and July 19-20. The Huntington North Garage will be closed for a period of time for structural repairs.

Mr. Smedberg also gave an update on safety initiatives and bus fare enforcement. He noted that the NVTC WMATA Committee asked for an update on return-to-office statistics and recent ridership trends and that this information was provided in the meeting materials. He stated that WMATA is continuing to see increases in ridership across the system, with 46 consecutive months of year-over-year ridership growth and several stations across the system are pushing 30,000 and 40,000 daily trips.

Mr. Smedberg stated that with the cherry blossom season right around the corner, WMATA announced plans for additional trains, buses and station staff available to accommodate the hundreds of thousands of visitors to the region. WMATA will also have special train and bus wraps as well as a special edition SmarTrip card. If all goes to plan, WMATA hopes to celebrate the first combined one million-trip day since the onset of the pandemic.

In response to a question from Mr. Reid, Mr. Smedberg stated that there is no indication at this time that the federal transit benefit is changing or being discontinued. Ms. Coffey asked

if an open payment fare system is still on track for implementation. Mr. Smedberg stated that it is on track for Metrorail and is already being tested at a few stations. It is complicated since WMATA does not have a flat fare. Mr. Krizek observed that next year there will be a lot of tourists coming to Washington, D.C. for the country's semi-quincentennial celebration and he asked if WMATA plans to have special commemorative fare media like they did for the bicentennial. Mr. Smedberg responded that WMATA is already planning for that event and other big events. Mr. Krizek asked for more information when available so Commissioners can inform their constituents.

In response to a question from Mr. de Ferranti about the budget process, Mr. Smedberg stated that there are no new service proposals since WMATA has already held public hearings. He anticipates that the current version of the budget will continue to move forward and it is expected that the WMATA Board will adopt the budget in mid-April. Mr. Alcorn commended WMATA for their cost management and modernization efforts. He observed that it is an amazing story of how WMATA has modernized the system, which has resulted in improving efficiency and performance, as well as lowering costs. Chair Snyder agreed that service reliability has been fantastic.

Long-Term Sustainable Funding for Transit. Chair Snyder stated that since NVTC's General Assembly members are back, he asked the executive director to provide some framing of the combined legislative and WMATA-related work that is really picking up this calendar year, including the work of DMVMoves and SJ28 and how NVTC will be engaged with this work.

Ms. Mattice stated that this calendar year will be a big year for progress towards making the case for sustainable funding for WMATA, VRE and local bus systems in Northern Virginia. DMVMoves is a joint effort by the Metropolitan Washington Council of Governments (MWCOG) Board and WMATA Board to take a greater DC region (DC, MD, VA) approach to develop a vision, refine transit needs estimates, and establish a framework agreement for funding WMATA. DMVMoves also looks to adopt recommendations on helping to create a more seamless customer experience among the transit agencies in the region. SJ28, a joint subcommittee of the Virginia General Assembly, is the "deep dive" into Northern Virginia transit agencies and Virginia funding solutions. NVTC is well represented on both these bodies. Paul Smedberg, Delegate Mark Sickles, and Matt de Ferranti serve on DMVMoves while Paul Smedberg, Delegate Mark Sickles, Senator Adam Ebbin, Walter Alcorn and Kate Mattice are members of the SJ 28 Joint Subcommittee.

Ms. Mattice reported that at this time, DMVMoves is refining its cost estimates for both WMATA and the region, with information expected to be shared at the March 24 Task Force meeting. SJ28 will reconvene in April to outline their work for the year with an end-of-year target of providing recommended legislative action for funding solutions and other policy recommendations at the next General Assembly Session. The strategic time for NVTC Commission engagement will be later this spring and then again in the fall to respond to recommended vision and cost estimates.

Mr. Karantonis arrived at 7:25 p.m. and joined the discussion.

Ms. Mattice reminded Commissioners that at the January meeting NVTC passed a resolution articulating the funding priorities of the Commission. At key times this year, staff may bring additional draft resolutions to the Commission so that Commissioners can convey their policy priorities.

Report from the Chair of the WMATA Committee. WMATA Committee Chair Alcorn reported that the WMATA Committee met jointly with the Legislative and Policy Committee on February 20 and received several updates regarding the upcoming work of DMVMoves and SJ 28. The two NVTC committees intend to meet jointly for the remainder of this year and through the 2026 General Assembly Session to work collaboratively on the transit funding and legislative challenges facing Northern Virginia.

Mr. Alcorn stated that NVTC staff have created a great online tutorial - NVTC's Northern Virginia Transit Funding Guide – that is an interactive website that explains how WMATA, VRE and local transit are funded in the region. It is an impressive guide that simplifies complex and often confusing revenue sources and funding streams. This guide is the first of a handful of resources staff will look to produce this year.

Mr. Ebbin arrived at 7:28 p.m. and joined the discussion.

Report from the Chair of the Legislative and Policy Committee

General Assembly Update. Legislative and Policy Committee Chair Aguirre reported that the 2025 General Assembly Session wrapped up on Saturday, February 22. For NVTC, this Session was a relatively quiet one as much of NVTC's work was to help lay the groundwork for next year. For this Session, NVTC worked with WMATA to help introduce a budget amendment to restore \$3.3 million dollars in general funds for WMATA operating support that was the subject of a technical adjustment from the governor's office that reduced funding for WMATA from the two-year state budget. That budget amendment was included in the final budget that is awaiting action by the governor.

Mr. Aguirre stated that throughout the rest of this year, NVTC will continue to engage with members of the Legislative and Policy Committee to prepare for what is expected to be a very busy 2026 General Assembly Session. NVTC will also be monitoring the 2025 Virginia state elections, when voters will elect a new governor and lieutenant governor, and all 100 House of Delegates members will be up for election.

NVTC's legislative liaisons, Aimee Perron Seibert and Carter Whitelow, reviewed some of the legislation NVTC was tracking during the Session. Ms. Perron Seibert thanked Delegate Sickles and DRPT staff for their help in updating the WMATA funding request. She also reminded Commissioners that HB 1982/SB 1097 would have created an "off the top" allocation from the Commonwealth Mass Transit Fund (CMTF) for the Hampton Roads Light

Rail system. NVTC opposed these bills as passage would have resulted in less CMTF funding for transit providers in Northern Virginia. Neither bill passed its respective chamber.

Ms. Perron Seibert also stated that they worked closely with VRE on a surplus line broker tax (HB 1682/SB 1269) that would provide that any surplus lines broker or any person required to be licensed as one is not subject to annual taxes, license taxes or penalties under current law for any policy of insurance procured during the preceding calendar year. NVTC supported these bills in support of VRE, and both bills passed their respective chambers and are awaiting action by the governor. Senator Ebbin's bill (SB 876) would have required public bodies subject to the Virginia Freedom of Information Act (FOIA) to include a proposed agenda and any subsequent revisions to be posted on the public body's official public government website, if any, and made available to the public prior to the meeting. NVTC took no position on this bill, which passed the Senate but was laid on the table in the House and recommended it to be sent to the FOIA Council for further study.

Mr. Whitelow reported that HB 2368/SB 1463 regarding toll relief would have capped tolls at \$200 per month for either all Commonwealth residents (House version) or residents of Planning Districts 8 and 16 (Senate version). NVTC opposed these bills due to its potential impact on toll revenues for transit funding programs including Commuter Choice, and neither bill passed its respective chamber.

Federal Update. Ms. Mattice reported that NVTC continues to monitor actions at the federal level impacting transit and transportation in Northern Virginia. Much remains unknown about the trajectory of future U.S. Department of Transportation (USDOT) policy, grantmaking and guidance. Formula funding is still being reimbursed. When it comes to discretionary funding, the awarding of new grants is currently paused. NVTC staff are watching this space, including NVTC's Route 7 grant, as well as the reauthorization discussions.

Mr. Lopez asked if NVTC is tracking the reconciliation process. Ms. Mattice stated that since NVTC does not have much federal funding, she relies on others to provide that expertise. She added that any insights from Commissioners would always be appreciated. Mr. Smedberg stated that the WMATA Board will be updated next week. Mr. Karantonis asked about the status of the Passenger Rail Investment and Improvement Act (PRIIA) funding and Ms. Mattice stated that it will be subject to annual appropriations for this year. Chair Snyder requested staff continue to monitor federal legislation and work with NVTC's partners.

Mr. Smedberg left the meeting at 7:42 p.m. and did not return. (As his alternate, Ms. Robinson participated in the remaining votes.)

Report from the Chair of the Program Advisory Committee

Program Advisory Committee Chair Dalia Palchik reported that at the February 20 Program Advisory Committee meeting, staff presented on NVTC's Shared On-Route Charging

Feasibility Study, NVTC's Integrating Transit, Cycling and Micromobility in Northern Virginia Report, and the I-395/95 Commuter Choice FY 2026-2027 applications eligibility results. The Commission will be asked to take two actions at this meeting to accept the findings of the feasibility study and the micromobility report.

Shared On-Route Charging Feasibility Study. Deputy Director of Programs and Policy Ann McGrane presented the findings of the *Shared On-Route Charging Feasibility Study*. She stated that ZEB stands for Zero-Emission Bus, which can either be a battery electric bus (BEB) or a fuel cell electric bus (FCEB). In this region, the current focus is on BEBs. Arlington County ART's new Operations and Maintenance Facility is equipped with charging infrastructure to accommodate ART's future BEB fleet. The canopy structure will allow for overhead cord and pantograph chargers. Loudoun County has two new BEBs for its local fleet. With the addition of these buses, Alexandria, Fairfax County, and Loudoun all have operational BEBs, and Arlington's first four BEBs should be arriving soon. So, progress is being made across the region.

Ms. McGrane noted that although there is progress, there are also barriers, including long delays and wait times for new buses. This is not a new issue, but it is one that is slowing down the BEB transition across the country as agencies have to wait between 1-2 years for buses to arrive. In addition, federal discretionary funding for zero-emission buses is now uncertain. The influx of funding for ZEBs as part of the Infrastructure Investment and Jobs Act (IIJA) helped many agencies move forward with piloting and procuring ZEBs. If that funding does not continue, it will be much harder to find sufficient funds to build out the new infrastructure and procure new vehicles.

Ms. McGrane stated that last year NVTC released its Northern Virginia ZEB Strategic Plan that outlined six strategies to advance the region's zero-emission bus transition. Strategy 4 is to Support Development of Shared BEB Charging Infrastructure. On-route, or opportunity charging, helps extend the range of battery electric buses and keeps them on the streets for longer than they would otherwise be able to operate. Shared on-route charging is the concept of having multiple agencies share this infrastructure. It's a somewhat unusual concept, simply because there aren't many areas where a variety of transit agencies have overlapping service areas. Last year, NVTC requested and received free technical assistance from the National Renewable Energy Laboratory (NREL) and the U.S. Joint Office of Energy & Transportation. This led to a yearlong study in which NREL's consultants evaluated the feasibility of WMATA, ART, DASH and Fairfax Connector sharing on-route charging infrastructure. These four agencies were selected because they were furthest along in planning for BEBs at the time.

Ms. McGrane explained that the first step of the evaluation process identified the universe of potential sites where shared charging could occur. The study identified 18 potential locations where two or more of the four agencies had a block with a layover at that location. From this point, the team developed criteria to help evaluate the feasibility of each site. In August 2024, NVTC held a workshop with stakeholders from each agency to discuss potential concerns about shared charging and asked them to prioritize a list of criteria as a

way to apply weights to each metric. This resulted in four key criteria, which were used to develop a weighted list of sites. The 18 sites were then ordered based on their weighted score. Ms. McGrane noted that some of these criteria – namely the space availability and utility capacity criteria – were based on qualitative, desktop analyses that will require further study as a next step.

Ms. McGrane observed that one conclusion from this analysis is that shared on-route charging is certainly feasible, but there are still many questions that need to be resolved around whether costs savings are worth the potential operational hassles. Moving forward with any site evaluated as part of this study would require a project champion and a much more in-depth analysis of the site. It is also important to remember that it's early in the BEB transition process.

Ms. McGrane reminded Commissioners that NVTC has a current technical assistance grant from DRPT that can be used to further analyze BEB and charging considerations. When this grant was initially scoped, the plan was to select a site and move forward with its design. However, this feels premature at this point as local agencies are still bringing on their first BEBs or moving into the next phase of their transition. Staff feel it would be more beneficial to focus on more basic or foundational technical assistance that will help the agencies move towards a future in which they can coordinate or share resources. Ms. McGrane stated that she is communicating with jurisdictional staff to scope this out in more detail and staff will come back later in the year for approval to release a Request for Proposals (RFP) for that work. NVTC will continue to host quarterly ZEB Working Group meetings and provide information and education as needed.

Mr. Walkinshaw asked about the range of costs for a shared on-route charging station. Ms. McGrane stated that she cannot recall specifics but for operational purposes, the best way for shared services to work is for local agencies to pull together to make sure utility capacity is appropriate for the site, and then they would maintain their individual bays. This scenario would provide cost savings at approximately \$75,000, but additional site analysis would be needed.

Based on questions and comments from Commissioners, there was further discussion of the pros and cons of shared on-route charging and the future opportunities in the region and throughout the Commonwealth. Mr. Aguirre suggested looking at opportunities for shared charging along BRT lines. Ms. Mattice stated that Metrobus is currently the only operator along the Route 7 proposed BRT line. Ms. Coffey suggested there may be opportunities in the future to look at using a lease back model.

Mr. Krizek moved, with a second by Mr. Walkinshaw, to accept the findings of the *Shared On-Route Charging Feasibility Study*. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bierman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder, Storck and Walkinshaw. A roll call vote followed for Ms. Bagley who was participating electronically and she voted in the affirmative. The motion passed.

Integrating Transit, Cycling and Micromobility in Northern Virginia Report. PAC Chair Palchik stated that jurisdictions are looking for ways to increase micromobility and to improve access to and from transit. Senior Program Manager Xavier Harmony stated that the term “micromobility” is a broad term for smaller, lower-speed vehicles that can be electric or human-powered and shared or privately owned. Examples include bicycles, bikeshare and scooters. Back in early 2010, NVTC staff created a report on this topic, however, much has changed in the world of micromobility since the study was done before the Capital Bikeshare program was introduced.

Dr. Harmony stated that the region continues to invest heavily in projects that combine transit and biking and currently about \$750 million is programmed for transit/biking projects in Northern Virginia, with a large majority of these projects are about connecting bicycling to transit stops and stations. He noted that transit and bicycling integration is an important regional goal. All transit systems in the region have policies that allow bikes on transit vehicles. He reviewed the key findings of the report:

- Transit and bicycling integration is an important regional goal
- Bicycle infrastructure results in large increases in transit access
- Metrorail is associated with increases in both bikeshare and scooter use
- Northern Virginia does a good job at integrating transit, bicycling and micromobility but there are still opportunities to learn from others

Dr. Harmony stated that the region can improve integration between transit and micromobility by focusing on the following:

1. Continue coordination with regional partners including between jurisdictions and transit agencies as well as with private property owners, major employers and major regional travel destinations.
2. Increase transit and bicycling integration in suburban areas, especially near commuter transit services.
3. Package more transit and bicycle improvements together into larger funding requests and infrastructure projects.
4. Enhance clarity in infrastructure policies when transit and bicycling intersect.
5. Improve the collection and sharing of data focusing on transit-bicycling integration.

Mr. Reid asked how much of the programmed \$750 million is for bike and mobility hardware versus actual infrastructure improvements. He stated that it is important to make sure bikers and pedestrians can get safely to transit stations. Dr. Harmony replied that a large majority of the funding is designed for connecting to transit and to create access, such as building bike paths. The region has a major focus and guidance to do this right and to not make the same mistakes of the past. Mr. Reid asked if there is a role for NVTC in this space. Mr. Harmony stated that NVTC can take a coordinating/communicating role to make sure the different jurisdictions are talking to each other and learning from one another. Ms. Palchik stated that the local jurisdictions appreciate state level advocacy and support for discussions with the Commonwealth and the Virginia Department of Transportation (VDOT).

She observed that having elected officials “in the room” is helpful. Mr. Reid stated that there may be a role for state legislators. Ms. Bagley stated that the “last mile” is so valuable to access transit. Her own access to Metro is her bike. Chair Snyder asked staff to follow-up and provide a briefing to the Commission on microtransit. Mr. Karantonis asked if some low-capacity bus routes could be substituted with efficient micromobility to cut costs.

Ms. Palchik moved, with a second by Mr. Bierman, to accept the findings of NVTC’s *Integrating Transit, Cycling and Micromobility in Northern Virginia Report*. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bierman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Palchik, Read, Reid, Robinson, Salim, Sickles, Snyder, Storck and Walkinshaw. A roll call vote followed for Ms. Bagley who was participating electronically and she voted in the affirmative. The motion passed.

I-395/95 Commuter Choice FY 2026-2027 Applications Eligibility Results. Mr. Knickelbein reported that NVTC received 15 project applications from six applicants with a cumulative Commuter Choice funding request of \$37.5 million. In January, NVTC and DRPT staff conducted an eligibility review to ensure that project applications meet the requirements of the I-395 Corridor Memorandum of Agreement and Commuter Choice program policy. To be eligible, a proposed project must demonstrate a benefit to toll-payers of the I-395/95 Express Lanes, improve person throughput, and have a logical nexus to the I-395/95 corridor, among other requirements.

Mr. Knickelbein explained that as part of that review, NVTC and DRPT determined that one application, the Arlington Cross Potomac Trail: Northern Virginia Approach project, was ineligible for Commuter Choice funding. After removing this application from consideration, the funding requested from the remaining 14 Commuter Choice applications is within the \$25 to \$30 million of funding available for new projects. That total does not include a second \$10 million award to Fairfax County’s Richmond Highway BRT project that was approved by the Commissions two years ago as part of a \$20 million total award to be split across two-funding cycles that will be made “off the top” in this year’s funding program.

Mr. Knickelbein explained that after the 14 application scores are finalized, the public comment period will open in mid-March and close in mid-April. Application scores, public comments received, and a draft staff-recommended Program of Projects will be brought to the Joint Commission Working Group (JCWG) for consideration at their April 24 meeting. In May, staff will present a draft Program of Projects to both the NVTC and PRTC Commissions, with approval of the final program by both Commissions in June and transmittal of the final program to DRPT for CTB approval and inclusion in the Six-Year Improvement Program.

Virginia Railway Express (VRE)

Chair Snyder VRE CEO Rich Dalton to give his report followed by Ms. Bagley to introduce the action item.

VRE CEO Report. Mr. Dalton encouraged Commissioners to read his written CEO Report. He reported that for the month of February, on-time performance was just below 85% and ridership was up 36% from the previous month. In response to Chair Snyder's comment, Mr. Dalton stated that VRE is studying the impacts of the return-to-office mandates for federal workers.

Manassas Line Funding Agreement with the Virginia Passenger Rail Authority (VPRA). Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2557, which will authorize the VRE CEO to execute the Manassas Line Funding Agreement with the Virginia Passenger Rail Authority (VPRA). The agreement sets out the responsibilities, timelines and processes by which VRE has committed to provide \$155 million in funding over a five-year period to acquire four property interests from VPRA which are critical to VRE's current and future commuter rail operations. She then turned it over to Mr. Dalton and Mr. Schofield to give their presentation.

Mr. Dalton stated that VRE and VPRA are jointly committed to a substantial increase in commuter rail service between Washington, DC and Northern Virginia, and the purchase of the Manassas Line from Norfolk Southern Railway (NSR) by VPRA is a critical step in furtherance of this ambition. Through this agreement, VRE will not only be making a major financial commitment to advance the goal of additional commuter rail service but also will acquire key property interests that will reduce long-term uncertainty and provide a foundation for improvements in capacity, reliability, and flexibility to support future growth. Another benefit is that the corridor will be managed locally in collaboration with VRE.

Mr. Schofield stated that under this agreement, VRE is committing to contributing \$155 million to VPRA over six approximately equal payments: an initial payment of \$26 million shortly after the execution of this agreement, and then five annual payments of \$25.8 million beginning on July 10, 2025, and ending on July 10, 2029. The agreement does not specify how VRE pays for it and it is not a purchase agreement. VRE will be coming back to the Commissions during the budget process to explain how each payment will be funded. By the conclusion of the agreement, VRE will have purchased four separate property interests from VPRA, including Seminary Yard in Alexandria, Broad Run Corridor, Permanent Easements for Five Existing Station Platforms in the VPRA-Owned Right of Way on the Manassas Line, and Permanent Commuter Rail Operating Easement Along All or a Portion of the VPRA-Owned Manassas Line. Mr. Schofield provided more information about the source of funding for the initial payment using reprogrammed Commuter Rail Operating and Capital (C-ROC) funding.

Ms. Bagley stated that this is a long-term investment for the future of commuter and passenger rail in the region. Mr. Walkinshaw stated that the Operations Board has spent a great deal of time talking about this and noted that it is a watershed moment in the history of VRE. Mr. Dalton and his team deserve congratulations for all their hard work. He asked staff to review the savings that result from this transaction as it is important to understand that it is not just a net new cost of \$155 million, but that there are significant savings. Mr. Schofield stated that there will be substantial savings in mid-day storage. The current New

York Avenue storage project is a very challenging location as well as expensive. With the Seminary Road Yard, VRE can have a larger yard, as well as complete it more quickly and for less money, and VRE will be able to control the operations of the yard. Mr. Alcorn asked about how much of this agreement is part of the 2050 System Plan from a capital perspective. He would be interested in a focused presentation at NVTC on the 2050 System Plan. Ms. Mattice confirmed that it is already planned for an upcoming NVTC agenda. Mr. Dalton stated that the planned existing mid-day New York Avenue storage project was exceeding \$200 million and costs would have continued to increase.

Mr. Storck stated that VRE's Finance Committee will be meeting in April to continue to discuss these topics as well. Ms. Bagley also observed that on-time performance and congestion are also expected to improve, which will help rebuild ridership. VRE having local control will be key.

Chair Snyder summarized that this agreement is a critical part of the plan for the future of VRE, that it is financially prudent based on other higher expenditures, and it will help assure reliable and safe service in the future. He asked how VRE will meet the \$155 million total. Mr. Schofield stated that in discussions with the Federal Transit Administration (FTA), they are comfortable with all four properties being eligible for 80% of the \$155 million to be supported with VRE's existing or future FTA funding. That would leave the 20% local match of \$31 million, of which \$26 million could come from reprogrammed C-ROC funding. VRE continues to have discussions with DRPT about the potential to apply for funding from the I-66 Outside the Beltway program for the remaining \$5 million.

Mr. Reid moved, with a second by Mr. Alcorn, to approve Resolution #2557 to authorize the VRE CEO to execute the Manassas Line Funding Agreement with the Virginia Passenger Rail Authority (VPRA). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bierman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Palchik, Read, Reid, Salim, Sickles, Snyder, Storck and Walkinshaw. Ms. Robinson abstained since she serves as chair of VPRA. A roll call vote followed for Ms. Bagley who was participating electronically and she voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

VRE General Counsel. Ms. Bagley announced that VRE General Counsel Steve Maclsaac has announced his retirement. She noted that Mr. Maclsaac also serves as NVTC's legal counsel. He will stay on until VRE hires his replacement. She noted that the Operations Board created a recruitment subcommittee, which will include NVTC and PRTC members, to review, vet candidates and bring a recommendation to the Commissions. She thanked Mr. Maclsaac for his service. Chair Snyder stated that the hope is that new counsel will have a similar arrangement with NVTC.

Department of Rail and Public Transportation (DRPT)

DRPT Director Robinson encouraged Commissioners to read the written DRPT Report. She reported that to-date, DRPT has had no interruption in any federal funding.

Mr. Sickles asked for an update on VPRA construction projects. Director Robinson stated that projects are on track and she can provide more information next month. The Long Bridge project is on track for completion in 2030. The Franconia-Springfield bypass and the Long Bridge are both in the process of finalizing negotiations on final costs. VPRA submitted its draft final budget to the Commonwealth Transportation Board, with the VPRA executive director planning to give a full budget presentation to the CTB in April after final negotiations are completed. She is happy to include this type of information in her monthly reports moving forward.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. She then reviewed upcoming meetings and events:

- Next Commission Meeting is April 3 at 7:00 p.m. (Executive Committee at 6:00 p.m.)
- Joint Program Advisory Committee/Joint Commission Working Group will meet virtually on April 24 at 4:30 p.m.
- Joint WMATA Committee/Legislative and Policy Committee plan will meet on May 29 at 6:00 p.m. in Suite #230. This meeting was previously scheduled for May 15.
- Annual Joint Legislative Forum will be held on Monday, December 15 at the George Mason University Arlington Campus.

Ms. Mattice announced the promotion of Ann McGrane to Deputy Director of Programs and Policy.

Ms. Mattice stated that the December 2024 and January 2025 Financial Reports are provided in the meeting materials. There were no comments or questions.

Adjournment

Mr. de Ferranti moved, with a second by Mr. Reid, to adjourn the meeting. The vote in favor was unanimous and Chair Snyder adjourned the meeting at 9:11 p.m.

Approved this 3rd day of April 2025.

David F. Snyder
Chair

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2555

SUBJECT: Approve the FY 2026 State Transit Assistance Applications to DRPT

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal funding to help defray NVTC, Washington Metropolitan Area Transit Authority (WMATA), local bus systems and Virginia Railway Express (VRE) operating and capital costs.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY 2026 commencing July 1, 2025 in the amount of \$175.5 million in eligible local transit operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to DRPT for grants of public transportation assistance for FY 2026 for capital expenses totaling \$67.9 million in costs to defray the costs borne by NVTC and its members for capital expenditures;
- 2) To revise the capital portion of the application to reflect refined estimates by the local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file an application to DRPT for technical assistance for the City of Fairfax for FY 2026 for \$75,000 in costs with the state share provided at 50% and with the local match provided by the City of Fairfax;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC:

- 1) To accept from DRPT and execute the grant for WMATA capital and operating purposes per Section 33.2-1526.1.D.4 of the Code of Virginia in such amounts as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and PRTC and their members:

- 1) To accept from DRPT and execute the grant for VRE capital and operating purposes per Section 33.2-1526.1.D.3 of the Code of Virginia in such amounts as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, and that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, to amend the above-described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 6th day of March 2025.



Matthew F. Letourneau
Secretary-Treasurer



David F. Snyder
Chair



RESOLUTION #2556

SUBJECT: Request WMATA to Allocate FY 2026 Commonwealth of Virginia Operating Subsidy Assistance Using the NVTC Subsidy Allocation Model Formula (SAM)

WHEREAS: The FY 2026 WMATA proposed budget anticipates additional Virginia local jurisdiction investments of \$153.5 million in operating subsidies to help close a budget gap;

WHEREAS: The approved Commonwealth of Virginia FY 2025 Biennium Budget includes additional funding for FY 2026 which will provide assistance on behalf of the Virginia local jurisdictions for one-half of the Virginia additional investment;

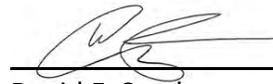
WHEREAS: The Department of Rail and Public Transportation (DRPT) has contracted directly with WMATA for these additional funds for FY 2025 and FY 2026, unlike other state operating and capital subsidy assistance that is contracted with NVTC; and

WHEREAS: NVTC desires for this additional funding to be credited to the Virginia local jurisdictions in the same manner as other state subsidy assistance provided through NVTC on behalf of the jurisdictions, and in the same manner as the additional FY 2025 funds, by using the NVTC SAM allocation formula.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby requests that WMATA utilize the FY 2026 NVTC SAM percentages when allocating the additional operating subsidy assistance among the Virginia jurisdictions.

BE IT FURTHER RESOLVED that NVTC staff will provide the preliminary and final FY 2026 SAM percentages to WMATA for use in the allocations.

Approved this 6th day of March 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2557

SUBJECT: Authorize the VRE CEO to Execute the Manassas Line Funding Agreement with the Virginia Passenger Rail Authority

WHEREAS: The Virginia Railway Express (VRE) and the Virginia Passenger Rail Authority (VPRA) are jointly committed to a substantial increase in commuter rail service between Washington, DC, and Northern Virginia;

WHEREAS: VPRA has entered into an Amended and Restated Comprehensive Rail Agreement with Norfolk Southern Railway Company, under which terms VPRA has purchased or will purchase from Norfolk Southern Railway Company certain interests in railroad property over which VRE currently operates its Manassas Line commuter rail service;

WHEREAS: VRE and VPRA have negotiated a Manassas Line Funding Agreement (“Agreement”) which commits VRE to a multi-year funding schedule in exchange for VPRA conveying to VRE certain railroad property interests along VPRA’s Manassas Line;

WHEREAS: The Agreement sets out the responsibilities, timelines, and processes by which VRE has committed to provide \$155,000,000 in funding over a five-year period to acquire four property interests from VPRA which are critical to VRE’s current and future commuter rail operations;

WHEREAS: The Agreement provides the general framework for the funding commitment but does not identify the specific source or sources of funds for each anticipated payment, which must be approved by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission as part of each annual budget adoption; and

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby authorize the VRE Chief Executive Officer to execute the Manassas Line Funding Agreement with the Virginia Passenger Rail Authority, subject to approval as to form by legal counsel.

Approved this 6th day of March, 2025.



Matthew F. Letourneau
Secretary-Treasurer



David F. Snyder
Chair