

MINUTES
NVTC COMMISSION MEETING –MAY 1, 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 7:10 p.m.

Members Present

Walter Alcorn
Sarah Bagley
James Bierman, Jr.
Maureen Coffey
Matt de Ferranti
Adam Ebbin
Takis Karantonis
Paul Krizek
Alfonso Lopez
Dalia Palchik
Catherine Read
David Reid
Saddam Azlan Salim
Mark Sickles
David Snyder
Daniel Storck

Members Absent

Canek Aguirre
Juli Briskman
Matt Letourneau
Paul Smedberg
James Walkinshaw

Staff Present

Kate Mattice, Executive Director	
Jason Adle	
Shannon Bacon	
Genoveva Cutrell	Tenley O’Hara
Andrew D’huyvetter	Vikram Sinha
Matt Friedman	Sophie Spiliotopoulos
Rhonda Gilchrest	Melissa Walker
Adam Hager	Rich Dalton (VRE)
Xavier Harmony	Steve MacIsaac (VRE)
Meg Johnston	Joe Swartz (VRE)
Scott Kalkwarf	Randy Clarke (WMATA)
Ann McGrane	Valerie Santos (WMATA Board)

Opening Remarks

Chair Snyder welcomed everyone to the May 1, 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 shared that after 14 years serving in the U.S. House of Representatives, Rep. Gerry Connolly has announced that he plans to retire at the end of his term in 2026. Chair Snyder noted that Rep. Connolly served on NVTC prior to being elected to Congress. Without any objection, Chair Snyder directed staff to prepare and send a letter of appreciation to Rep. Connolly for his service to this region, the Commonwealth and the country.

Chair Snyder welcomed WMATA Board Chair Valerie Santos and WMATA General Manager/CEO Randy Clarke. He also noted that during the VRE section of the agenda, there will be a special presentation by Delegate Krizek, along with his General Assembly colleagues, of a Virginia House Resolution commending VRE General Counsel Steve Maclsaac, who has announced his upcoming retirement. Mr. Maclsaac also serves as NVTC's legal counsel.

Ms. Mattice reported that NVTC received one public comment this month from a City of Alexandria resident. While the commenter is not specific, staff believe the comment is in reference to the Richmond Highway Bus Rapid Transit (BRT) project which is included in the Commuter Choice I-395/95 Program of Projects. The commenter would like to see an earlier completion date that is prior to the proposed 2045 opening date. The comment was provided to Commissioners prior to the meeting.

Minutes of the April 3, 2025 Meeting

Ms. Bagley moved, with a second by Mr. Alcorn, to approve the Minutes of the April 3, 2025 meeting. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Palchik, Read, Reid, Salim, Sickles, Snyder and Storck. The motion passed.

Consent Agenda

Chair Snyder stated that there are three action items on the Consent Agenda:

- A. Authorize the Executive Director to Execute the Contract Award for National Transit Database (NTD) Technical Support
- B. Authorize the Executive Director to Issue a Request for Proposals (RFP) for Zero-Emission Bus (ZEB) Technical Support
- C. Authorize the Chair to Provide NVTC Testimony to the Commonwealth Transportation Board

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

Washington Metropolitan Area Transit Authority (WMATA)

Chair Snyder stated that he has been a Metro rider for many years and the system is critical to the region for those who use the system and for those that don't. The Metro system is fundamental to the quality of life for all residents of this region. He welcomed WMATA Board Chair Valerie Santos and General Manager/CEO Randy Clarke.

Ms. Santos expressed her appreciation for the opportunity to meet with the Commission. She became the WMATA Board chair last summer and has been working to build on the many years of hard work under the leadership of Paul Smedberg, who served as chair for five years. As chair, she has made it a priority to meet with stakeholders across the region and she encouraged Commissioners to reach out to her with comments or concerns. She provided some background information about her past experience and expertise, which informed her perspective and what she brings to the WMATA Board. She reviewed some of the priorities of the WMATA Board including safety, operational efficiency, economic development and data-driven decision making.

Chair Snyder stated that NVTC is excited to work with Chair Santos and the WMATA Board and he invited her to come back to meet with the Commission in the future. Chair Snyder stated that the improvements to the Metro system are evident since Mr. Clarke became the general manager/CEO.

Mr. Clarke thanked the Commission, as well as Kate Mattice and her team, for being such good partners with WMATA. He recognized NVTC's role in advocating for state funding last year to close the WMATA budget gap. He reviewed some of the benefits of Metro service to the region and what WMATA is doing to get people to ride. He reported that WMATA has had nine straight clean audits by the Office of Inspector General, fare evasion on rail is down significantly, crime statistics continue to go down, and they are starting to see the 10-year strategic plan come to fruition. He also highlighted the automatic train operations (ATO) related to safety and improved performance.

Mr. Clarke provided some ridership data. Metro has had 49 consecutive months of ridership growth. There were six 1-million-trip days in March and April and two consecutive weeks with over six million trips during Cherry Blossoms. Saturday ridership is also seeing strong growth. Metrobus is now exceeding 2020 ridership levels. For April, Metrorail ridership was up 22% year-over-year and up 13% overall systemwide. Parking is up 60% year-over-year. Metro is leading the country in ridership growth for two consecutive years. He also provided some Virginia-specific data.

Mr. Clarke reviewed several service improvements, including additional service on Red and Silver Lines and expanded hours of operation. He asked for Commissioners to help get the word out about the Better Bus rollout. He also provided some information about WMATA's development initiatives. WMATA's vision for a world-class transit system will maximize transit ridership and support a thriving economy. He spoke about some of the challenges and announced that later this year the WMATA Board will be looking at a sophisticated business plan and benefit cost analysis that will move the organization into a life-cycle analysis approach. They will be focused on automation as the first element, which will make it safer, more reliable and more cost-efficient.

Several Commissioners had questions about the Huntington Station parking issues. Mr. Krizek stated that he hopes there will be a seamless linkage between the future BRT and Huntington Metro Station. Mr. Clarke spoke to the challenges at the Huntington Station noting that one of the parking garages needs to be demolished, but there is no funding to do so. WMATA is working on the maintenance issues at the other parking garage. He offered to provide a timeline of the work being done.

In response to a question from Mr. Ebbin, Mr. Clarke provided some ridership statistics in light of the return-to-work mandates, and noted that Virginia, Maryland and the District have all seen growth. WMATA is seeing ridership growth outside standard work hours and on the weekends too.

Ms. Palchik asked about the signage at the East Falls Church Station that directs people to Ballston if the parking lot is full. It would make more sense to direct them to the West Falls Church Station. She is excited about the new bus network and thinking about dedicated bus lanes and making buses a higher priority. She asked that WMATA not forget to also focus on Virginia. Mr. Clarke responded that they are focused on the entire network. Thinking regionally, they are looking at where buses get stuck in congestion in the District, and everyone will gain if those sticking points can be fixed.

Mr. Storck stated that at one point there was a benefactor who was willing to build affordable housing near Huntington Station but it became a difficult challenge. He also noted that there also needs to be a connection to the Route 1 BRT to make it seamless, but funding is a big barrier. Mr. Clarke stated that WMATA does not have funding for the parking garage demolition but is willing to facilitate it if the funding is identified. He is happy to have deeper conversations about BRT connections but noted that it is a Fairfax County project where they are seeking federal funding. WMATA can be a good partner to help facilitate. Mr. Sickles suggested WMATA be more creative with developers and that if there was a local private partnership with a developer for a Huntington Station project, there would be a better chance of getting funding at the federal and state level. Mr. Clarke offered to set up a meeting off-line on this issue.

In response to a rail automation question from Mr. Karantonis, Mr. Clarke stated that the life-cycle analysis approach will be a long-term phased-in approach that will cover several decades. Automation will be a big component. Ms. Coffey asked about extended service hours and how WMATA will assess if it is a success. Mr. Clarke responded that some factors

to look at include ridership, Title VI analysis, and seeing results with destinations such as restaurants and airports.

Mr. Alcorn observed that NVTC will be having discussions about what is trying to be solved for in the context of the work being done by DMVMoves and SJ 28. He commended WMATA staff for bringing down operating costs but noted that capital costs continue to be a challenge. The labor negotiations with no compensation increase was also a huge step in the right direction, but it is not sustainable in future budget years. NVTC will need to talk about how the region and the state will pay for both operating and capital costs.

Ms. Bagley suggested for future communication engagement to incorporate the benefits of transit to non-users. She also asked about WMATA's preparation for the World Pride event coming up later this month and the opportunities with the one-touch payment system. Mr. Clarke stated that WMATA is geared up for the World Pride event and will be making announcements soon on service hours as well as the timing of the tap-go payment. Mr. de Ferranti thanked Mr. Clarke for his service. He expressed his concern about Maryland and the District in regard to DMVMoves and he asked Mr. Clarke to let NVTC know how to help. Ms. Palchik expressed her excitement about the future opportunities resulting from rail automation.

Chair Snyder stated that it is important to communicate to the region and nation the importance of investing in the Metro system. He noted that there is still work to be done on bus fare evasion and there have been discussions at DMVMoves about opportunities to find efficiencies through joint procurement of services or equipment, but it will be important that it actually yields cost efficiencies for the local and smaller systems. NVTC understands the concept of a world-class transit system. On behalf of the Commission, he thanked Ms. Santos and Mr. Clarke for participating in this discussion and he also recognized the work of WMATA staff member Greg Potts.

Mr. Karantonis left the meeting at approximately 8:00 p.m. and did not return.

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

Chair Snyder asked WMATA Committee Chair Walter Alcorn to give the report. Mr. Alcorn stated that there is nothing new to mention on the DMVMoves front, but he asked SJ 28 Joint Subcommittee Chair Adam Ebbin to report on subcommittee activities.

SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee. Mr. Ebbin reported that the SJ 28 Joint Subcommittee met on April 22 to kick off the first of four meetings this year. There was an excellent discussion about several key topics including how any new, future transit funding could be structured to meet the needs of local operators. Representatives from WMATA, VRE, OmniRide and DASH explained the unique challenges facing their respective systems. He stated that it was helpful to see that each agency has a unique need as some need operating funding in the near-term while others need capital funding in the long-term. The Joint Subcommittee plans to develop a solution

that addresses the needs of not just WMATA, but all public transit operators in Northern Virginia.

Mr. Ebbin noted that while DMVMoves is focused on a capital funding solution, Virginia still needs to find a permanent operating funding solution for the rebaselining of WMATA's subsidy in FY 2025. Northern Virginia localities and the Commonwealth made a two-year commitment to keep WMATA's operating budget whole in FY 2025 and FY 2026 and he is confident the SJ 28 Joint Subcommittee will identify a solution to address these needs for FY 2027 and beyond.

Mr. Ebbin stated that the Joint Subcommittee will meet again in June to review updated revenue estimates for sources that could be used to meet future transit funding needs. In September, they will finalize long-term transit needs and then in November the Joint Subcommittee will look to adopt recommendations ahead of the 2026 General Assembly Session.

Transit Service Delivery Advisory Committee (TSDAC). Ms. Mattice reported that as was mentioned last month, DRPT is proposing a re-examination of its MERIT transit capital and operating programs this calendar year. The first meeting to examine any changes will be held on May 13 in Richmond. She will update the Commission at the June meeting with more details on the extent of the recommended changes.

Federal Update. Ms. Mattice stated that she had the opportunity to participate in a discussion with other Washington, DC-based transit policy professionals to discuss current federal legislative and regulatory issues affecting the transit industry. At this time, the focus of Budget Reconciliation for public transit programs is on the competitive USDOT programs – like the Capital Investment Grants program for projects like Richmond BRT, or the Lo-No program that provide funding for electric buses. The future funding of these is quite challenging as they would run up against deficit limits. However, included in the most recent package is a new fee of \$200/electric vehicle, \$100 fee on hybrid vehicles, and \$20 fee on most other passenger vehicles. Commercial fleet vehicles may be exempt, but public sector vehicles may not. Also, the concern in the transit industry is that the revenues generated will go only to highways and not shared with transit as has occurred historically.

Ms. Mattice also reported that the full Infrastructure Investment and Jobs Act (IIJA) highway and transit reauthorization is launching now with the House Transportation and Infrastructure Committee planning for markup of a new bill this fall. Again, funding is an issue. Finally, the administration has made a formal “ask” to receive suggestions for ways to streamline regulations and guidance. In the transit space, this means that there may be an opportunity to identify areas where transit projects get more regulatory oversight than highway projects. Ms. Mattice noted that NVTC's membership in the American Public Transportation Association (APTA) has been key to keeping informed and providing a voice to influence these discussions.

Mr. Lopez expressed his doubt about the timing of the Budget Reconciliation or reauthorization process and if anything will advance for transit in the near future.

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 since she was unable to attend the Joint Program Advisory Committee/Joint Commission Working Group meeting on April 24 and Ms. Bagley chaired the meeting, she asked Ms. Bagley to give the report.

Ms. Bagley reported that at the April 24 PAC/JCWG meeting, members discussed the staff-recommended I-395/95 Commuter Choice Program of Projects as well as received an update on the I-66 Needs Assessment, a joint study between NVTC and DRPT to examine potential short- and long-term investments that can be made along the I-66 corridor. NVTC Commuter Choice Program Manager Daniel Knickelbein is at the PRTC Commission meeting tonight, updating them on the I-395/95 Commuter Choice program, so she asked Director of Programs and Policy Andrew D’huyvetter to provide the update.

I-395/95 Commuter Choice Program. Mr. D’huyvetter gave an overview of the I-395/95 Commuter Choice program and its timeline. The draft staff-recommended Program of Projects includes all 14 eligible applications that, taken together, will support an estimated 3,800 additional weekday transit trips in the I-395/95 corridor upon their full implementation. They are estimated to result in over 53,000 hours of travel time savings annually and an annual reduction of nearly 22 million vehicle miles traveled (VMT). The proposed program includes:

- The completion of a previously committed funding award to Fairfax County’s Richmond Highway BRT project that will eventually connect Fort Belvoir and the Huntington Metro Station with fast and frequent rapid transit.
- Continued funding for five OmniRide routes (three express, two local) that support transit connectivity both within Prince William County and that provide important commuter connections to the Pentagon and Washington, D.C.
- Funding for WMATA to implement a new route (A29) running between the Van Dorn Street Metro Station and Downtown D.C., as well to enhance service on Route A25 planned as part of the Better Bus Network redesign that will begin implementation in late June.
- Continued funding for two DASH routes (Line 35 and 36) that connect Alexandria’s West End with the Pentagon and Potomac Yard Metro Stations.
- An award for Arlington County to provide enhanced service on ART 87, facilitating important connections between Shirlington and the Pentagon.
- Funding for Fairfax County to enhance service on three routes (two continuations) in the Franconia-Springfield area.
- An award to VRE to support the completion of engineering/design activities to lengthen the platform to support future eight-car trains at the Leeland Road Station.

Mr. D’huyvetter stated that all applicable projects were scored and are recommended by staff for funding in the FY 2026-2027 Program of Projects. Applications were scored in accordance with the approved evaluation criteria. The Virginia Office of the Attorney General

reviewed the staff recommendation and did not have any eligibility concerns. The total cost of the eligible and scored projects (\$29.5 million) is below the current funding available for new projects (\$30 million). The staff-recommended Program of Projects also includes a second funding installment of \$10 million for Fairfax County's Richmond Highway BRT project completing the \$20 million commitment previously approved in the FY 2024-2025 Program of Projects.

Mr. D'huyvetter stated that NVTC staff conducted an online public comment campaign from March 12 through April 11 to receive comments via an online form, email and voicemail. During the public comment period, NVTC received a total of 457 submissions in English and in Spanish. Most comments received were in support of the proposed projects. NVTC also held a virtual public hearing on April 24.

Mr. D'huyvetter stated that action will be requested at the June 5 meeting for approval of the Program of Projects and authorization to submit the Program to the Commonwealth Transportation Board. The CTB will also take action later in June.

I-66 Needs Assessment. Mr. D'huyvetter also provided a brief update on the I-66 Needs Assessment. Ultimately, the goal of the needs assessment is to generate a pipeline of potential short- and long-term investments that either NVTC's I-66 Commuter Choice Program, which focuses on Inside the Beltway, or DRPT's I-66 Outside the Beltway Program could support. These two programs are funded by prescribed amounts of toll revenue that escalate for decades, and both programs have opportunities to fund capital expansion as well as operating projects. As these programs utilize toll revenue, it is important to work with the transit agencies and jurisdictions to develop a robust pipeline of projects that can move more people through the corridor and demonstrate benefits to toll payers.

Mr. D'huyvetter explained that prior studies of the corridor were completed in 2012 (Inside the Beltway) and 2020 (Outside the Beltway), and this study will use the latest available data to paint a picture of what current and future travel looks like in the I-66 corridor to ensure that projects that are selected for funding are best meeting the changing travel patterns in the corridor. All of the data used in the recently completed existing and future conditions analysis portion of the study was taken in 2024. However, since travel patterns in the region dramatically changed over the past two months, staff have decided to update the analysis with 2025 data to account for the dramatic uptick in both vehicular and transit travel since February. Stall will be working with the consultant team over the next few months to re-analyze travel patterns using the most up-to-date data possible.

Mr. D'huyvetter stated that the study team is looking to identify travel markets that aren't well served by transit that could meet an unmet demand for new or enhanced transit service. Additionally, the team completed a round of stakeholder outreach that included individual meetings with nine local jurisdictions as well as transit operators OmniRide, VRE and WMATA, to gain insight on local priorities for the corridor and how both funding programs can best support the local jurisdictions and transit agencies that operate in the corridor. Once the data has been updated, there will be another round of stakeholder outreach, likely in the form of a group workshop, bringing local jurisdictions and transit agencies from across

the I-66 corridor together to review study findings. It is important to note that the assessment is attempting to capture as many potential project ideas as possible, inclusion in the final needs assessment document will not be a requirement to apply for Commuter Choice funding, and agencies are always welcome to develop new eligible application ideas at any time.

Mr. D’huyvetter stated that there could also be potential policy changes to one or both funding programs that could be made to better support the recommendations included in the final draft of the study. Staff will continue to keep the Commission updated on this effort, primarily through the Program Advisory Committee, and staff anticipate bringing a draft needs assessment for Commission review in the fall/winter timeframe.

Mr. de Ferranti expressed his appreciation for the reanalysis of the data. He also requested a staff one-on-one briefing as a refresher on the I-66 Commuter Choice program and person through-put. Chair Snyder stated that he hopes the needs of the jurisdiction inside the Beltway are considered as much as the needs of the jurisdictions outside the Beltway.

Virginia Railway Express (VRE)

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

VRE CEO Report. Mr. Dalton encouraged Commissioners to read his written CEO Report. He reported that for the month of April, ridership increased 131% compared to January with on-time performance hovering around 80%.

Memorandum of Understanding Regarding Washington Area Rail Coordination. Ms. Bagley stated that Resolution #2558 would authorize the VRE CEO to execute a Memorandum of Understanding with Amtrak, the District Department of Transportation, the Maryland Department of Transportation, the Maryland Transit Administration, the Union Station Redevelopment Corporation, and the Virginia Passenger Rail Authority regarding Washington area rail coordination. The MOU sets out the terms, structure and goals under which the signatory organizations agree to cooperate on regional rail coordination efforts related to rail infrastructure and VRE, MARC and Amtrak service. The MOU establishes a “Capital Region Rail Coordinating Committee” to guide the coordination efforts. These entities have been meeting informally on a regular basis over the past several years to coordinate system and service plans. This MOU formalizes that coordination process.

Ms. Palchik moved, with a second by Ms. Coffey, to approve Resolution #2558 to authorize the VRE CEO to execute a Memorandum of Understanding regarding Washington Area Rail Coordination. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Ebbin, Krizek, Lopez, Palchik, Read, Reid, Salim, Sickles, Snyder and Storck. The motion passed. (A copy of the resolution is attached.)

Construction Manager-General Contractor Delivery Method for the L'Enfant Station and Fourth Track Project. Ms. Bagley reported that Resolution #2559 would approve use of the Construction Manager-General Contractor Delivery Method for the L'Enfant Station and Fourth Track Project. This approval will enable VRE to advance efforts to prepare required procurement documents, including developing a Request for Qualifications and a Request for Proposals for this project.

In response to a question from Mr. Sickles, Mr. Dalton explained that this project is in the District and covers the northern limits of the Long Bridge project for the fourth track work, as well as improvements to the L'Enfant Station. He explained that this process will help develop cost estimates. The current project is in the Capital Improvement Program (CIP) at \$130 million for the station and fourth track. Ms. Bagley further explained that the vote is for the methodology and not the cost of the project. The potential benefit will produce the project faster.

In response to a question from Mr. Sickles, Mr. Dalton stated that the Long Bridge project is underway and currently meeting its immediate targets.

Mr. Lopez moved, with a second by Mr. Storck, to approve Resolution #2559 to approve use of the Construction Manager-General Contractor Delivery Method for the L'Enfant Station and Fourth Track Project. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Coffey, de Ferranti, Ebbin, Krizek, Lopez, Palchik, Read, Reid, Salim, Sickles, Snyder and Storck. The motion passed. (A copy of the resolution is attached.)

Recognition of Steve Maclsaac. Ms. Bagley stated that VRE's General Counsel and Chief Legal Officer Steve Maclsaac has spent four decades working tirelessly to support the creation, expansion and funding of public transportation within the greater Northern Virginia region. Mr. Maclsaac has also been instrumental as NVTC's legal counsel over many of these years. She noted that Delegate Paul Krizek recently patroned a House of Delegates Resolution in honor of Mr. Maclsaac's service. She invited Mr. Krizek and his colleagues up front to present Mr. Maclsaac with the resolution.

Delegate Krizek read highlights of the resolution and then presented it to Mr. Maclsaac. Mr. Maclsaac thanked them for the recognition and stated that it has been his privilege to serve alongside of other public servants.

Department of Rail and Public Transportation

Chair Snyder stated that DRPT Director Robinson sent her regrets that she could not attend this meeting but noted that DRPT staff member Jen Monaco is available to answer any questions. There were none.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. She reminded Commissioners about the two resources on the Funding Guide and How Metro is Funded handouts. She then reviewed upcoming meetings and events:

- Joint WMATA Committee/Legislative and Policy Committee will meet virtually on May 29 at 6:00 p.m.
- Next Commission Meeting is June 5 at 7:00 p.m. (Executive Committee at 6:00 p.m.)
- Program Advisory Committee will meet at 4:30 p.m. on June 18, followed by a joint WMATA Committee/Legislative and Policy Committee meeting at 6:00 p.m.

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

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 9:08 p.m.

Approved this 5th day of June 2025.

David F. Snyder
Chair

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2559

SUBJECT: Authorize the VRE CEO to Execute a Memorandum of Understanding Regarding Washington Area Rail Coordination

WHEREAS: VRE, the National Railroad Passenger Corporation (Amtrak), the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Maryland Transit Administration (MTA), the Union Station Redevelopment Corporation (USRC), and the Virginia Passenger Rail Authority (VPRA), collectively referred to as "the Parties", each have plans to improve rail operations and/or passenger experience in the Washington metropolitan area;

WHEREAS: Most of the Parties' planned investments in rail operations and/or the passenger experience will impact the plans of the other Parties due to the systemic connectivity of the region's rail system;

WHEREAS: The plans and operations of the Parties all converge at Washington Union Station (the "Station") and all Parties have shared interests in implementing near-term, medium-term, and longterm improvements to the Station;

WHEREAS: Better coordination, planning, communication, and shared investments between the Parties will lead to improved development and delivery of projects which will benefit the region's rail system;

WHEREAS: A Memorandum of Understanding (MOU) between the Parties has been developed that establishes a Capital Region Rail Coordinating Committee ("the Committee") to endeavor to organize the region's railroad planning efforts around these shared interests, in order to create alignment among the Parties;

WHEREAS: The Committee's goal is to establish long-term, coordinated regional rail plans and annual workstreams to collaborate and advance priority projects and strategic initiatives to incrementally build towards an integrated passenger rail system; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the National Railroad Passenger Corporation (Amtrak), the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Maryland Transit Administration (MTA), the Union Station Redevelopment Corporation (USRC), and the Virginia Passenger Rail Authority (VPRA) regarding Washington Area Rail Coordination.

Approved this 1st day of May, 2025.

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

Matthew F. Letourneau
Secretary-Treasurer

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

David F. Snyder
Chair



RESOLUTION #2560

- SUBJECT:** Approve Use of the Construction Manager-General Contractor Delivery Method for the L'Enfant Station and Fourth Track Project
- WHEREAS:** On September 15, 2023, through Resolution 9B-09-2023, the Virginia Railway Express (VRE) Operations Board ("the Operations Board") authorized the VRE Chief Executive Officer (CEO) to enter into a contract with Vanasse Hangen Brustlin, Inc. (VHB) of Washington, DC, for engineering and environmental services related to the VRE L'Enfant Track and Station Improvements;
- WHEREAS:** Additionally, on March 21, 2025, under Resolution 25-03-9C, the Operations Board approved a General Planning Consultant Task Order to assess the feasibility of using the Construction Manager-General Contractor (CMGC) delivery approach and procurement support services for the project;
- WHEREAS:** VHB has conducted a feasibility study evaluating three project delivery methods including Design-Bid-Build, Design-Build, and CMGC Delivery Method for the L'Enfant Station and Fourth Track Project based on fourteen (14) pre-established criteria, including: overall project schedule, construction cost, stakeholder/owner risks, public involvement, traffic management, construction means and methods, opportunities for early construction packages, contract procurement timeline, independent cost estimating, number of contract packages, owner control over design, potential for design innovation, availability of owner contracting staff, and contractor qualifications;
- WHEREAS:** VHB's evaluation concluded that the Construction Manager-General Contractor (CMGC) delivery method offers the most advantageous approach for the L'Enfant Station and Fourth Track Project, ranking highest in ten (10) out of the fourteen (14) assessed categories. In contrast, both the traditional Design-Bid-Build and the Design-Build methods consistently ranked average or lowest in all but four (4) instances and were deemed neither practicable nor fiscally advantageous for a project of this scale and complexity; and
- WHEREAS:** The VRE Operations Board concluded that the Design-Bid-Build and Design-Build methods were neither practicable nor fiscally advantageous for the project and that the CMGC project delivery method best serves the Commissions' interests and, accordingly, recommends the Commissions' approval of this method.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby find, based upon VHB's study and staff's recommendation, that the Design-Bid-Build and Design-Build methods are neither practicable nor fiscally advantageous for the project and, accordingly, approves use of the Construction Manager-General Contractor (CMGC) Project Delivery Method for the L'Enfant Station and Fourth Track Project.

Approved this 1st day of May, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer