

MINUTES
NVTC COMMISSION MEETING –SEPTEMBER 4, 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 7:03 p.m.

Members Present

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

Members Absent

Matt Letourneau
Dalia Palchik
David Reid
James Walkinshaw

Staff Present

Kate Mattice, Executive Director	
Jason Adle	Tenley O’Hara
Shannon Bacon	Vikram Sinha
Genoveva Cutrell	Sophie Spiliotopoulos
Andrew D’huyvetter	Colie Touzel
Matt Friedman	Owen Williams
Rhonda Gilchrest	Rich Dalton (VRE)
Sarah Godfrey	Mark Schofield (VRE)
Adam Hager	Dallas Richards (VRE)
Meg Johnston	
Scott Kalkwarf	
Ann McGrane	

Opening Remarks

Chair Snyder welcomed everyone to the September 4, 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 earlier in the summer he was diagnosed with oral cancer. He is in the final phase of completing treatments and looks forward to a bright future as he continues to work and represent the citizens of Falls Church and this region. He expressed his hope that the audience can hear his voice.

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

Minutes of the July 17, 2025 Meeting

Mr. de Ferranti moved, with a second by Mr. Smedberg, to approve the Minutes of the July 17, 2025 meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Consent Agenda

Ms. Mattice stated that the one action item on the Consent Agenda is to approve the Notice of Direct Contributions to the Jurisdictions. Since the awaited data was received from the Department of Motor Vehicles, the memo has been updated as a blue-sheeted item with new calculations of jurisdictional shares.

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

Washington Metropolitan Area Transit Authority (WMATA)

Chair Snyder noted that since Mr. Letourneau is unable to attend due to an illness, his recognition for serving on the WMATA Board will be deferred to a future meeting. Chair Snyder asked Mr. Smedberg and Mr. Alcorn to give their WMATA Board Report. Mr. Smedberg stated that the briefing will be short since the WMATA Board has not met since mid-July. He reported that after launching on June 29, the Better Bus Network continues to roll out this fall. The WMATA team continues to review and respond to feedback from customers. Several routes have been slightly restructured, app and real-time information continue to be updated, and there are a handful of bus stop flags being updated. Overall, the WMATA team is proud of how the launch has gone and appreciate everyone's hard work to make it happen.

Mr. Smedberg stated that the Blue Line construction concluded on time on July 26. This project allowed WMATA to update the train control and signaling system, replace rails and repair lighting for better visibility. The construction on the Green Line wrapped up last weekend. Looking ahead to this fall, WMATA will be updating the Strategic Transformation Plan (STP), which they are required to do every three years. The plan serves as a 'north star' for the WMATA Board and management for long-term planning and day-to-day operations. WMATA expects to hold a public comment period on the STP later this fall.

Mr. Alcorn stated that one of the key elements of the Strategic Transformation Plan is the capital program. The WMATA Board will be hosting a workshop in October on the capital program that will focus on the rail modernization business plan. Chair Snyder requested an update on the modernization plan be provided at an upcoming meeting.

Mr. Sickles complimented WMATA on the Blue Line shutdown and asked about the number of complaints WMATA received. Mr. Smedberg stated that WMATA Board members usually hear complaints and they haven't heard any major complaints. Mr. Karantonis also congratulated WMATA on the Better Bus rollout and the back-to-school initiative. Mr. Smedberg stated that it will be interesting to see ridership numbers now that schools are back in session.

Mr. Lopez arrived at 7:10 p.m. and joined the discussion.

Mr. Alcorn provided some recent ridership information. Ridership continues to be up with 49 months of continuous ridership growth for both bus and rail. He sees a correlation between the strong ridership numbers and the investments that were made back in 2018. Ms. Bagley asked how the Tap.Ride.Go. initiative is going. Mr. Smedberg gave an update and noted that the response has been very positive.

Chair Snyder asked a question about recommendations made by the Washington Metrorail Safety Commission (WMSC) and Mr. Smedberg replied that the WMATA team has been addressing them and they are in daily contact with the WMSC team. Chair Snyder also asked about coordination between Metro Police and federal law enforcement. The Commission then had a robust discussion about this issue, and multiple Commissioners expressed their concerns about the National Guard's presence in Metro Stations. Mr. Karantonis also stated that constituents are asking about immigration enforcement and if it is safe to use transit. Ms. Briskman asked if WMATA has a Memorandum of Understanding (MOU) with the National Guard that allows them to go into the stations. Mr. Alcorn stated that he is not aware of a MOU with the National Guard, but WMATA does have agreements with other federal law enforcement agencies and local police. Mr. Bierman requested the Virginia WMATA Board members bring this issue up at their next meeting. Ms. Coffey stated that there is a reasonable concern among local Virginia elected officials and it would be beneficial to have a larger conversation around the safety of Virginia residents in the Metro stations. Mr. Bierman stated that there needs to be clarity on this issue as WMATA does not have an agreement with the National Guard. Mr. Alcorn stated that they are happy to bring these concerns to the WMATA Board. Mr. Storck asked for any updates to be sent to Commissioners so they don't have to wait until the next meeting.

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 Matt de Ferranti to give their report.

NVTC and Regional Work on Long-Term Dedicated Funding. WMATA Committee Chair Matt de Ferranti stated that the update on DMVMoves and SJ 28 Joint Subcommittee is brief, as neither group has held a meeting since the Commission last met in July. DMVMoves staff have spent the summer further refining funding need estimates and the Regional Integration Action Plan that identifies ways the region's transit agencies can work together. The next Task Force meeting is scheduled for October 29 at the Metropolitan Washington Council of Governments. The SJ 28 Joint Subcommittee's next meeting is on October 21, and that meeting will focus on reviewing a refined set of transit needs for Northern Virginia and cost-containment tools. Mr. de Ferranti noted that the Joint Subcommittee reviewed estimates for 15 revenue sources at the NVTC, PRTC and statewide geographies during its June meeting.

Transit Service Delivery Advisory Committee (TSDAC). Legislative and Policy Committee Chair Canek Aguirre stated that the Transit Service Delivery Advisory Committee (TSDAC) serves as an advisory body to the Department of Rail and Public Transportation (DRPT) and the Commonwealth Transportation Board (CTB) on the distribution process for transit capital and operating funds. TSDAC has held two meetings since the Commission last met, during which DRPT staff proposed changes to both the operating and capital formulas for the MERIT Program that provides funding to the local bus agencies. He then asked Executive Director Kate Mattice, who is a member of TSDAC, to provide a more detailed explanation of the process to date and background on the requested action for authorization to submit comments to the CTB.

Ms. Mattice stated that there has been some new information in the TSDAC and MERIT space, as DRPT introduced the idea of changes at the CTB meeting on July 15 and then conducted two virtual TSDAC meetings on July 29 and August 27. DRPT staff are proposing a new MERIT operating formula that adjusts sizing and performance metrics in an effort to reward desired outcomes and to simplify the process for DRPT staff, as well as updates to the capital formula to better align it with existing processes.

Ms. Mattice stated that data has now been released showing the potential monetary impact of the changes, so staff can take a closer look. Based on initial data, the adjusted operating formula could see Northern Virginia receiving about \$1.8 million less per year for operating expenses (about a 3% decrease). While a formal public comment period from the CTB is anticipated around the November Commission meeting, the rapid pace of the process and a lack of an October Commission meeting are why staff are suggesting Commission action to authorize the executive director to send comments to ensure they are provided in a timely manner. NVTC staff's concerns about the proposed MERIT changes center largely around a process that has been slow in providing details to assess its impact. It does appear – for operating assistance - to be elevating cost per ridership as a heavier weight than in the past. The changes that are being proposed on the capital side appear to be receiving support from

local transit systems. Based upon preliminary information, NVTC's comments intend to reflect the following themes:

1. The process should be transparent, provide analysis to support the recommended changes, leverage the expertise of the advisory board, and allow sufficient time for the public to review and comment.
2. The data and weights used to develop the funding formulas reflect and reward the diversity of policy priorities that guide local transit service, like service to low-income communities and/or commuter-based services.
3. The approach to funding should maximize annual predictability for transit agencies and local governments.

Ms. Mattice encouraged Commissioners to work with their jurisdictional staff and the local transit agencies to also submit comments if they have concerns.

Mr. de Ferranti moved, with a second by Ms. Coffey, to authorize the executive director to submit comments to the Commonwealth Transportation Board. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

NVTC Legislative Agenda Process. Mr. Aguirre stated that 2026 will be an important year for transit in Virginia at both the federal and state levels. In Richmond, the 2026 Virginia General Assembly Session begins on January 14. NVTC is working with state legislators and partners to secure a long-term dedicated funding solution for transit agencies in Northern Virginia, consistent with NVTC's Guiding Principles for Future Transit Funding that were adopted by the Commission. At the same time, NVTC staff are providing technical assistance to the SJ 28 Joint Subcommittee of the General Assembly and look forward to that group taking action in November on funding recommendations that could inform NVTC's Legislative Agenda.

Federal Update. Ms. Mattice reported that last month, former New York Congressman Marc Molinaro was confirmed by the Senate as the Federal Transit Administration (FTA) administrator. He is a long-time local government official from the Hudson River Valley in New York who most recently served in Congress from 2023 to 2025. Ms. Mattice also reported that Congress continues to work on its FY 2026 appropriations bills, including the Transportation, Housing, and Urban Development (THUD), which funds transportation programs at USDOT. The Senate's version of the THUD appropriations provides more funding for transit than the House bill, which makes significant cuts to FTA's Capital Investment Grants (CIG) program, which is used by transit agencies across the country to help fund major capital projects, like The One/Richmond Highway BRT.

In response to a question from Mr. Sickles, Ms. Mattice offered to provide additional information about the Transportation Appropriations Bill process. Mr. de Ferranti requested more information about the Capital Investments Grant (CIG) program.

Joint NVTC/PRTC/VRE Legislative Forum. Ms. Mattice announced that NVTC's 2025 Joint Legislative Forum is scheduled for Monday, December 15 at 8:30 a.m. at George Mason University's Arlington campus. This event is held annually in partnership with the Potomac and Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE). Save the date invitations will be going out soon.

Report from the Chair of the Program Advisory Committee

Chair Snyder noted that Program Advisory Committee Chair Dalia Palchik is unable to attend tonight, but Sarah Bagley, who is a PAC committee member and a past committee chair, agreed to provide the report.

Ms. Bagley explained that there are two actions being requested for the Commuter Choice program. The first is to authorize the executive director to transmit the FY 2025 Commuter Choice Annual Report to the Commonwealth Transportation Board by October 31 as required in NVTC's Memoranda of Agreement with the Commonwealth. The second action is to authorize the executive director to issue the I-66 Commuter Choice FY 2027-2028 Call for Projects and to hold a public hearing on behalf of the Commission.

Ms. Bagley stated that since Commuter Choice Program Manager Daniel Knickelbein is at the Potomac and Rappahannock Transportation Commission (PRTC) meeting seeking their approval to transmit the Annual Report, NVTC Program Analyst Jason Adle has been asked to brief the Commission on the Annual Report and Director of Policy and Programs Andrew D'huyvetter will walk through the I-66 Call for Projects.

Mr. D'huyvetter provided a quick refresher on the Commuter Choice program, which invests toll revenue from I-66 Inside the Beltway and the I-395/95 corridor into public transit and other transportation projects that benefit corridor toll payers by increasing person throughput, improving mobility, supporting new and diverse travel options, and enhancing transportation safety and reliability. Applications for funding rotate annually between I-66 and I-395/95. The last I-395/95 program was approved earlier this year, which means it's time to start the funding cycle for the next round of I-66 funding.

Mr. Adle presented some highlights of NVTC's FY 2025 Commuter Choice Annual Report. He stated that 2025 brought significant changes to the Greater Washington region, and Commuter Choice played a vital role in supporting Northern Virginia workers returning to the office. This year, Commuter Choice projects set an all-time record for ridership, with an average of over 65,000 passenger trips each workweek in FY 2025, a 73% increase compared to the same period in FY 2024. Each weekday in FY 2025, Commuter Choice projects saved I-66 and I-395/95 travelers a combined total of 2,400 hours of travel time, 231,000 miles of vehicle travel and over \$28,000 in fuel costs.

Mr. Adle stated that the Commuter Choice Annual Report also details the cumulative benefits of the program since it began in 2017. Since 2017, Commuter Choice has supported nearly 10.5 million trips on the I-66 and I-395/95 corridors resulting in an estimated 197 million fewer vehicle miles traveled, 1.9 million hours of travel time saved, and nearly \$26

million in fuel cost savings for commuters. As travel patterns changed in 2025, Commuter Choice funded bus routes quickly reached capacity. Commuter Choice funded buses operated by Fairfax Connector, OmniRide, Loudoun County Transit, and DASH saw large ridership increases compared to FY 2024.

Mr. Adle stated that NVTC celebrated milestones for several Commuter Choice funded capital projects in FY 2025, from the construction of a new parking garage at the VRE Manassas Park Station to the acquisition of two electric buses DASH will deploy on the Commuter Choice funded Line 35. Commuter Choice is one of very few grant programs in the nation that can support both transit capital and operating projects. At the end of FY 2025, there were 33 active Commuter Choice projects located throughout the NVTC and PRTC districts. Of those 33 projects, the majority are bus service enhancement projects, providing funding for new or additional service for local and commuter routes accessing key employment destinations including the Pentagon, Rosslyn-Ballston corridor, and downtown D.C.

Mr. Adle noted that since the program's inception in 2017, Commuter Choice has funded \$178 million in transit and other transportation projects across Northern Virginia that have helped reduce congestion, improve travel time reliability, and that give commuters new transportation options.

Mr. D'huyvetter stated that the requested action is to authorize the executive director to open the I-66 FY 2027-2028 Call for Projects, the seventh round of I-66 Commuter Choice funding. Staff plan to advertise up to \$100 million in funding for new projects, a number higher than the typical \$40 to \$50 million. I-66 Commuter Choice has greater funding availability for new projects due to less demand than available funding in prior rounds, toll revenues exceeding projections that resulted in additional VDOT payments to NVTC, and funding de-obligations from previously awarded projects. As a reminder, NVTC is currently engaged in a joint I-66 Needs Assessment study with DRPT to better understand travel and transit patterns in the corridor and identify candidate projects for future I-66 Commuter Choice and DRPT Outside the Beltway funding programs.

Mr. D'huyvetter stated that the Call for Projects will open on October 6 and close on December 12. NVTC has been meeting with eligible applicants to discuss potential applications and project ideas, and an informational webinar for applicants is scheduled for October 1. After the Call for Projects closes in December, staff will review applications for eligibility in coordination with DRPT in early 2026, and all eligible applications will be scored shortly thereafter. A public hearing and public comment period will be held in the spring, along with the development of a draft staff-recommended Program of Projects. That Program of Projects will be brought to the Program Advisory Committee in April for their review and endorsement, then brought to the Commission for approval in June 2026. Once the program receives Commission approval, it is sent to the CTB for inclusion in DRPT's Six-Year Improvement Program (SYIP) and funding is available for new projects beginning July 1, 2026.

In response to several questions from Mr. Sickles, Mr. D'huyvetter explained more about eligible applicants and the differences between the I-66 and I-395/95 Commuter Choice

programs. In response to a question from Mr. Krizek, Mr. D’huyvetter provided some background information about the impacts from the pandemic on prior rounds of funding. Ms. Mattice stated that one reason the program only awards funds for two years at a time is that it gives the project enough time to see if it is performing. Some projects don’t return for additional funding. She stated that the bus service projects that were funded during the last I-66 cycle, are now packed with riders. In response to a question from Mr. Karantonis, Ms. Mattice stated that because travel patterns have changed, NVTC and DRPT are doing an I-66 Needs Assessment, which should be completed early next year.

Chair Snyder suggested a block vote for the two Commuter Choice action items and there were no objections. Mr. Sickles moved, with a second by Mr. Lopez, to:

- Authorize the Executive Director to Submit the NVTC Commuter Choice FY 2025 Annual Report to the Commonwealth Transportation Board
- Authorize the Executive Director to Issue the I-66 Commuter Choice Call for Projects (FY 2027 – 2028)

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Envision Route 7 Bus Rapid Transit (BRT). Ms. Bagley stated that NVTC and its consultant team are working through the technical work of Phase 4-2 of the Envision Route 7 BRT project and are finalizing community outreach plans for October. More information on the work done so far is available in the written meeting materials – including a website update and a website tool for the public to learn more about the project. There will be a more in-depth update on Envision Route 7 and public outreach plan at the September 18 Program Advisory Committee meeting.

Virginia Railway Express (VRE)

Chair Snyder noted that VRE CEO Rich Dalton had not yet arrived from the PRTC meeting, so the Commission will hold his recognition until later in the agenda. Mr. Schofield offered to sit in on Mr. Dalton’s behalf until he arrives to answer questions about the action items. The chair asked VRE Operations Board Chair Sarah Bagley to introduce the action items, which will be followed by a block vote.

Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for Four Manassas Line Property Interests. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2578, which will approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority for the acquisition of four Manassas Line property interests (Seminary Yard in Alexandria; the Broad Run Corridor providing a new lead track from the Broad Run Maintenance and Storage Facility to the Manassas Main Line; permanent easements of the five existing station platforms on the Manassas Line; and a permanent commuter rail operating easement along one half of the entire VPRA-owned Manassas Line).

Ms. Bagley explained that this contract with VPRA is necessary to finalize the purchase details and close on the acquisition of the property interests. The initial closing is planned for September 2025 at which time the acquisition of Seminary Yard, the Broad Run Corridor, and the station platform easements will occur. A second closing will occur at a later date to acquire the operating easement once full funding has been arranged. VRE staff have worked with the Federal Transit Administration to identify a way to fund 80% of the purchase price for these interests using federal grant funds, subject to a 20% non-federal local match. The proposed Contract of Purchase and Sale will not impose any additional financial requirements on the Commissions but will allow the acquisition of the Manassas Line property interests to proceed to closure.

Agreement for Relocation of Virginia Electric and Power Company Facilities in VRE Manassas Park Station Parking Lot. Ms. Bagley stated that the VRE Operations Board recommends Commission approval of Resolution #2579, which will approve an Agreement for relocation of Virginia Electric and Power Company (VEPCO) facilities in the VRE Manassas Park Station parking lot. The proposed agreement provides for Dominion Energy's relocation of their existing transmission poles, and realignment of the related transmission wirelines supported by those poles. The agreement also modifies the alignment of VEPCO's right of way through the VRE Manassas Park Station parking lot to follow the revised alignment. The replacement and realignment of the existing transmission poles and related transmission lines will be at no cost to the Commissions.

Easement Agreement for Real Property at Broad Run and a Site Lease Agreement for Real Property in Fredericksburg. Ms. Bagley stated that these two actions are grouped together as they are both agreements with subsidiaries of Lumen Technologies, Inc. Resolution #2580 will authorize the VRE CEO to execute an Easement Agreement with WilTel Communications, LLC, owned by Lumen Technologies, Inc., for real property adjacent to VRE's Broad Run Maintenance and Storage. Resolution #2581 will authorize the VRE CEO to execute an amendment to a Site Lease Agreement with CenturyLink Communications, LLC, also owned by Lumen Technologies, Inc., for property owned by the Commissions adjacent to the railroad right-of-way and the VRE Fredericksburg Office, expanding the leased premises and extending the term of the Lease Agreement.

Ms. Bagley explained that VRE staff brought these two matters directly to the Commissions, rather than through the Operations Board, because of Lumen's request to commence its work on the Fredericksburg expansion in September. VRE's accommodation of this request has facilitated reaching final agreement on the easement needed at Broad Run which had been pending for several months.

Ms. Bagley stated that the net fiscal impact of the two proposed real property agreements with Lumen Technologies will be slightly positive for VRE in FY 2026. The lump sum additional lease revenue to VRE for the Fredericksburg property will be \$360,000, while the cost of the permanent easement at Broad Run will be \$204,300, which will be paid from VRE's Capital Reserve. Both transaction values have been judged fair and reasonable based on market appraisals.

There were no questions from Commission on any of the requested actions.

Mr. Karantonis moved, with a second by Mr. Storck, to approve the following actions as a block vote:

- Resolution #2578: Approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority (VPRA) for Four Manassas Line Property Interests
- Resolution #2579: Approve the Agreement for Relocation of Virginia Electric and Power Company Facilities in VRE Manassas Park Station Parking Lot
- Resolution #2580: Authorize the VRE CEO to Execute an Easement Agreement for Real Property at Broad Run
- Resolution #2581: Authorize the VRE CEO to Amend a Site Lease Agreement for Real Property in Fredericksburg

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed. (Copies of the resolutions are attached.)

VRE CEO Search Process. Ms. Bagley reported that the Operations Board has created a search committee made up of Commissioners from both NVTC and PRTC. The committee plans to meet on September 19. A search firm has also been hired to help to seek and vet candidates. She stated that the hope is to have a new CEO in place by the end of the year. The potential timeline is to conduct interviews during September and October and be ready to bring a proposed candidate to the Commissions at either their November or December meetings. Ms. Bagley encouraged Commissioners to reach out to her with any questions.

VRE and NVTC General Counsel. Chair Snyder noted that VRE and NVTC General Counsel Steve Maclsaac will be retiring as of September 12. Chair Snyder reminded Commissioners that Mr. Maclsaac's four decades of service to VRE and NVTC was acknowledged at the May meeting when his retirement was announced. On behalf of the entire Commission, Chair Snyder stated that even though Mr. Maclsaac was not present at this meeting, he would still like to publicly thank him for his service.

Chair Snyder then observed that at their July meetings, both Commissions appointed MinhChau Corr as the new VRE general counsel and NVTC appointed her as its new general counsel. Ms. Corr will begin her duties on September 15, 2025, and she will be introduced at NVTC's November meeting.

Department of Rail and Public Transportation

DRPT Director Robinson encouraged Commissioners to read the written DRPT Report. She stated that the MERIT evaluation, which is statutorily required every three years, is an evolving process. If and when any formal recommendation is made to the Commonwealth Transportation Board there will be a 45-day public comment period prior to any action being taken. DRPT continues to have follow-up meetings with the various agencies. DRPT appreciates the feedback.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She introduced newly hired Program Analyst, Owen Williams. Owen is a lifelong Virginian, a proud graduate of Fairfax County Public Schools and a two-time graduate of William & Mary, where he earned both his bachelor's degree and a Master of Public Policy. He will be working with Ann McGrane and others on transit funding and legislative research, as well as supporting the zero-emission bus initiatives.

Ms. Mattice reviewed upcoming meetings, which include:

- Program Advisory Committee meeting on Thursday, September 18 at 4:30 p.m., NVTC Suite #230.
- Joint WMATA Committee/Legislative and Policy Committee meeting on September 18 at 6:00 pm., NVTC Suite #230.
- No October Commission meeting.
- Executive Committee meeting on Thursday, October 16 at 6:00 p.m., NVTC Suite #230, followed by a Joint WMATA Committee/ Legislative and Policy Committee meeting at 7:00 p.m.
- Next Commission meeting is November 6 at 7:00 p.m. (Executive Committee 6:00 p.m.)

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

Ms. Briskman congratulated Deputy Director of Programs and Policy Ann McGrane on being honored by Mass Transit magazine 2025 '40 Under 40' award. Ms. Briskman also thanked Ms. Mattice for participating in the Loudoun Chamber of Commerce's State of Transportation event.

Closed Session

Chair Snyder stated that the Commission needs to go into Closed Session for a personnel matter. He explained that for the benefit of the listening public, the Commission will return to Open Session. The meeting will continue its livestream when NVTC returns to Open Session.

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

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

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

The Commission entered into Closed Session at 8:10 p.m. and returned to Open Session at 8:23 p.m. The live stream feed was restored for public viewing.

Mr. de Ferranti moved, with a second by Ms. Bagley, the following certification:

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

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

The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed.

Ms. Bagley moved, with a second by Mr. Aguirre, to approve Resolution #2582, which appoints Dallas Richards as Acting VRE CEO effective at close of business on October 3, 2025. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Bierman, Briskman, Coffey, de Ferranti, Ebbin, Karantonis, Krizek, Lopez, Read, Salim, Sickles, Smedberg, Snyder and Storck. The motion passed. (A copy of the resolution is attached.)

Recognition of VRE CEO Rich Dalton

Chair Snyder stated that back in June VRE Chief Executive Officer Rich Dalton announced his intent to retire effective October 3, 2025. Mr. Dalton joined VRE in 2009 as the chief operating officer, although his prior work through positions with the locomotive manufacturing company Morrison-Knudsen, now known as Wabtec, involved him in VRE operations since the first VRE trains left the station in June 1992. He stepped in as the interim CEO in 2019 and was ultimately appointed as the permanent CEO in 2020. During his 16-year tenure at VRE, Mr. Dalton managed numerous transformative projects:

- The implementation of Positive Train Control (PTC), making VRE one of the first commuter railroads to do so.
- The implementation of both lifecycle maintenance and reliability-centered maintenance regimes.
- The extension of VRE service to Spotsylvania County in 2015.
- Most recently, he led VRE through the planning process for the 2050 System Plan and Vision.

Chair Snyder noted that Mr. Dalton led VRE through substantial evolutions, as well as periods of instability, including during the COVID-19 pandemic which continues to challenge commuter rail networks across the nation to navigate diminished ridership and uncertain budgetary cycles.

On behalf of the entire Commission, Chair Snyder thanked Mr. Dalton for his outstanding work at VRE to provide safe and reliable rail service to the region. Ms. Bagley, who serves as chair of the VRE Operations Board, stated that Mr. Dalton's legacy is "safety" and she has appreciated his persistent and consistent messaging on safety and the safety initiatives VRE has accomplished, including eliminating at-grade crossings. She also noted his leadership during the pandemic where VRE continued to provide exceptional service to its riders. She noted that he is leaving a powerful legacy. The Commission congratulated Mr. Dalton with a round of applause.

VRE CEO Report. Chair Snyder asked Mr. Dalton to give his final CEO Report. Mr. Dalton reported that for the month of August, VRE saw a big uptick in reliability with on-time performance at 87%, which is only 3% from the target. The completion of the Track 22 project was a contributing factor. VRE ridership is over 10,000 average daily riders. VRE is expecting to celebrate its 100 millionth rider on or about October 1, 2025.

Mr. Dalton thanked the Commission for the kind words and he appreciates the focus on "safety" which he is passionate about. He observed that in order to serve in these capacities it takes support from family, so he personally thanked his family.

Chair Snyder asked VRE to invite Commissioners to any events associated with the 100 millionth rider.

Adjournment

Mr. de Ferranti moved, with a second by Mr. Aguirre, to adjourn the meeting. The vote in favor was unanimous and Chair Snyder adjourned the meeting at 8:37 p.m.

Approved this 6th day of November 2025.

David F. Snyder
Chair

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2578

SUBJECT: Approve a Contract of Purchase and Sale with VPRA for Four Manassas Line Property Interests

WHEREAS: In August 2024, the Virginia Passenger Rail Authority (VPRA) acquired the Manassas Line from Norfolk Southern Railway (NSR);

WHEREAS: In February 2025, the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission ("the Commissions") approved an Amended Manassas Line Funding Agreement with VPRA, authorizing payment by the Commissions of \$155 million to VPRA over a five-year period to acquire four property interests from VPRA;

WHEREAS: These four property interests are (1) Seminary Yard in Alexandria; (2) the Broad Run Corridor providing a new lead track from the Broad Run Maintenance and Storage Facility to the Manassas main line; (3) permanent easements for the five existing station platforms in the VPRA-owned right of way on the Manassas Line (Backlick Road, Rolling Road, Burke Centre, Manassas Park and Manassas); and (4) a permanent commuter rail operating easement along one half of the entire VPRA-owned Manassas Line;

WHEREAS: These four property interests are critical to the current and future commuter rail operations of Virginia Railway Express (VRE);

WHEREAS: In accordance with a Purchase Deposit Agreement between VPRA and the Commissions, approved as part of the Funding Agreement, a \$26 million payment using non-federal funds was recently made as a down payment on the purchase of the four property interests; and

WHEREAS: The VRE Operations Board recommends approval of the proposed Contract of Purchase and Sale with VPRA in order to finalize the purchase details and close on the acquisition of the four property interests.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Contract of Purchase and Sale with the Virginia Passenger Rail Authority for acquisition by the Commissions of four property interests on the Manassas Line, specifically, Seminary Yard, the Broad Run lead, five platform easements, and an operating easement on one half of the length of the VPRA-owned Manassas Line.

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

Approved this 4th day of September, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2579

SUBJECT: Approve Agreement for Relocation of Virginia Electric and Power Company Facilities in VRE Manassas Park Station Parking Lot

WHEREAS: A portion of the existing Virginia Railway Express (VRE) Manassas Park Station parking lot encroaches upon the Right-of-Way of the Virginia Electric and Power Company (VEPCO);

WHEREAS: VEPCO has progressed a project to replace the transmission poles, which requires relocating the existing transmissions poles, and realigning the attached transmission wires;

WHEREAS: The relocation and realignment of VEPCO's facilities requires changes to the associated right-of-way; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Right-of-Way Agreement with the Virginia Electric and Power Company to realign the VEPCO easement within the Virginia Railway Express Manassas Park Station Parking Lot.

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

Approved this 4th day of September, 2025.

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David F. Snyder
Chair

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

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2580

SUBJECT: Authorize the VRE CEO to Execute an Easement Agreement for Real Property at Broad Run

WHEREAS: Final design of the VRE Broad Run Maintenance and Storage Facility (MSF) Expansion project is nearing completion;

WHEREAS: The planned changes to the footprint at Broad Run will necessitate construction of a retaining wall for slope stabilization along the southwest boundary of the MSF on property owned by WilTel Communications, LLC;

WHEREAS: A non-exclusive perpetual, 8,200 square foot easement with WilTel Communications, LLC is required to allow for construction and future maintenance of the retaining wall; and

WHEREAS: An easement agreement between the Commissions and WilTel Communications, LLC has been prepared and VRE staff recommends approval of it;

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an Easement Agreement with WilTel Communications, LLC for 8,200 square feet adjacent to VRE's Broad Run Maintenance and Storage Facility in the amount of \$204,300.

Approved this 4th day of September, 2025.

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David F. Snyder
Chair

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

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2581

SUBJECT: Authorize the VRE CEO to Amend a Site Lease Agreement for Real Property in Fredericksburg

WHEREAS: A Site Lease Agreement was executed by and between the Commissions and Qwest Corporation (now CenturyLink Communications, LLC) in September 1999 for a term of 20 years for property owned by the Commissions in Fredericksburg, Virginia;

WHEREAS: The leased property is utilized by CenturyLink to operate and maintain its communications equipment and facilities;

WHEREAS: CenturyLink has requested an amendment of the Lease Agreement to expand the premises leased by CenturyLink by 8,000 square feet from 4,000 square feet to 12,000 square feet to allow for planned improvements to CenturyLink's equipment and facilities;

WHEREAS: The requested amendment will also extend the term of the Lease Agreement by 30 years to September 20, 2059; and

WHEREAS: VRE staff recommends approval of the amendment to the Lease Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute a Second Amendment to the Site Lease Agreement with CenturyLink Communications, LLC for property used for communications equipment and facilities in Fredericksburg, Virginia to expand the leased premises to 12,000 square feet and to extend the term of the Lease Agreement by 30 years for a total rent in the amount of \$360,000.

Approved this 4th day of September, 2025.

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David F. Snyder
Chair

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

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2582

SUBJECT: Appoint an Acting VRE Chief Executive Officer

WHEREAS: The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the “Commissions”) appointed Richard A. Dalton as the Virginia Railway Express Chief Executive Officer (“VRE CEO”), effective September 3, 2020;

WHEREAS: Mr. Dalton has tendered his resignation from the position of VRE CEO effective at the close of business on October 3, 2025; and

WHEREAS: Until a recruitment and selection process has been concluded and a new VRE CEO has been hired, an Acting VRE CEO will need to be appointed.

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Commission hereby appoints Dallas Richards as the Acting VRE Chief Executive Officer effective at the close of business on October 3, 2025.

BE IT FURTHER RESOLVED that while serving in the acting capacity, the Acting VRE CEO shall be compensated an amount in addition to his regular salary as provided for in VRE Personnel Policy VI Section III.

Approved this 4th day of September, 2025.

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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