NVTC Commission Meeting
October 1, 2020

The meeting will start momentarily.

Meeting materials available at www.novatransit.org
Welcome by the NVTC Chair

- Virtual Meeting Guidelines
- Commission Roll Call to Establish a Quorum
- Identify Staff Participating in Meeting
- Overview of Agenda
- Opening Remarks
NVTC October 2020 Meeting Agenda

1. Opening Remarks
2. Consent Agenda
   A. Resolution #2419 Finding Need to Conduct September 3, 2020 Meeting Electronically
   B. Authorize the Notice of Direct Contributions to the Jurisdictions
3. Approval of September 3, 2020 Meeting Minutes
4. Washington Metropolitan Area Transit Authority
5. Commuter Choice
6. Legislative Update
7. Transit Resource Center
8. Virginia Railway Express
9. Department of Rail and Public Transportation
10. Executive Director Report
2. Consent Agenda

A. Approve NVTC Resolution #2419: Finding Need to Conduct the October 1, 2020 Meeting Electronically

B. Authorize the Notice of Direct Contributions to the Jurisdictions

Commission will be updated on any public comments received prior to the meeting.

3. Approve September 3, 2020 Meeting Minutes

ACTION ITEM: Approve the Meeting Minutes from the September 3, 2020 Commission Meeting
4. Washington Metropolitan Area Transit Authority

A. Presentation from the WMATA General Manager/CEO
WMATA Update for the Northern Virginia Transportation Commission

Paul J. Wiedefeld
WMATA GM/CEO
October 1, 2020
WMATA Priorities

- Safety
- Service
- Financial Stability
Pandemic Precautions Summary

Individual Actions
- Face coverings required for employees and customers
- Social distancing required for employees and encouraged for customers
- All employees continue to stay home if sick and testing is available

Stations and Vehicles
- Face coverings available for customers
- Intense response, recovery, and proactive cleaning
- Shields installed for bus operators

Operational Changes
- Bus and rail service increased in August
- Launched contactless mobile fare payment for rail and bus
- Operating all trains with 8 cars to support social distancing
- Rear door boarding for bus customers
Extra Cleaning & Disinfecting

- Daily Vehicle and Station Cleaning
- Disinfecting of buses, rail stations, and facilities, focusing on high-touch areas
- On-demand disinfecting with the additional use of an electrostatic fogger for Covid-19, presumptive positive incidents
- APTA seal for transit industry
COVID-19 Safety

Forgot your face covering?
We’ve got you covered.

Keep 6 feet apart.
That’s about a panda’s length away.
Making Metro Safer and easier

SmarTrip in Apple Wallet
- First transit in North America
- Safer, faster, more convenient way to pay
- Paired with new SmarTrip app, riders now have a fare vending machine in the palm of your hand... view card balances, buy passes and use SmartBenefits

It’s go time.
Tap and go time.

SmarTrip® on iPhone and Apple Watch: The new way to pay on Metro.
COVID-19 Recovery Awareness

Marketing and Communications Campaign

Oct – Jan

- Local TV News
- Cable TV Spots – HGTV, Food, ESPN
- Digital Display and Social Ads
- Digital Radio
- Ongoing Earned media
- Tunnel wireless connectivity
- Apple Wallet launch
- Google fare payment
Partnership with Business Community

- Board of Trade DMV working group, Business Improvement Districts (VA & DC), Chambers across the region

- Greater Washington Partnership COVID-19 Snapshot and Transit Tracker

- Regular meetings with region’s business community including Tysons Partnership and Northern Virginia Chamber of Commerce
## FY2021 Capital Budget Focus on Safety

### Focused on Safety and State of Good Repair

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<thead>
<tr>
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<tbody>
<tr>
<td>• Track&lt;br&gt;• Bridges &amp; Structures&lt;br&gt;• Signal System&lt;br&gt;• Power Systems&lt;br&gt;• Railcars &amp; Buses&lt;br&gt;• Elevators &amp; Escalators&lt;br&gt;• Facilities&lt;br&gt;• Fire systems&lt;br&gt;• Chillers&lt;br&gt;• Lighting&lt;br&gt;• Parking Garages&lt;br&gt;• IT System Preservation</td>
<td>• Radio System Replacement&lt;br&gt;• Platform 2 – Orange Line in VA &amp; National Airport&lt;br&gt;• Platform 3 – Green Line in MD, Arlington Cemetery, Addison Rd&lt;br&gt;• Tunnel Water Mitigation&lt;br&gt;• Tunnel Ventilation&lt;br&gt;• Signal System Replacement&lt;br&gt;• Fare Collection System</td>
<td>• Northern &amp; Bladensburg Bus Divisions&lt;br&gt;• Heavy Repair &amp; Overhaul Facility&lt;br&gt;• Office Buildings – MD, DC, VA&lt;br&gt;• New Carrollton Parking Garage</td>
<td>• 7000 series&lt;br&gt;• 8000 series&lt;br&gt;• Replacement Buses&lt;br&gt;• Replacement Access Vehicles</td>
<td></td>
<td>• Potomac Yard Station&lt;br&gt;• Silver Line&lt;br&gt;• Purple Line&lt;br&gt;• Project Development</td>
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<tr>
<td><strong>$860 M</strong></td>
<td><strong>$480 M</strong></td>
<td><strong>$230 M</strong></td>
<td><strong>$220 M</strong></td>
<td><strong>$90 M</strong></td>
<td><strong>$50 M</strong></td>
</tr>
</tbody>
</table>

### Major Projects – Facilities

- Northern & Bladensburg Bus Divisions
- Heavy Repair & Overhaul Facility
- Office Buildings – MD, DC, VA
- New Carrollton Parking Garage

### Railcar, Bus, Access Vehicle Acquisition

- 7000 series
- 8000 series
- Replacement Buses
- Replacement Access Vehicles

### Reimbursable

- Potomac Yard Station
- Silver Line
- Purple Line
- Project Development

### Modernization

- 8-car Train Power Upgrades
- Electric Bus
- Bus Priority
Ridership and Service
COVID-19 Ridership Impact

Pre and Post COVID-19 Ridership

<table>
<thead>
<tr>
<th>Ridership</th>
<th>FY21 Budget</th>
<th>Likely Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY21 Q3</td>
<td>13.4M</td>
<td>11.9M</td>
</tr>
<tr>
<td>FY21 Q4</td>
<td>23.4M</td>
<td>14.0M</td>
</tr>
<tr>
<td>FY21 Q1</td>
<td>40.8M</td>
<td>14.7M</td>
</tr>
<tr>
<td>FY21 Q2</td>
<td>73.0M</td>
<td>20.5M</td>
</tr>
<tr>
<td>FY21 Q3</td>
<td>150.6M</td>
<td>61.0M</td>
</tr>
</tbody>
</table>

COVID-19 Impact:
- FY20 Q1: 82M
- FY20 Q2: 79M
- FY20 Q3: 78M
- FY20 Q4: 64M
- FY21 Q1: 10M

Likely Scenario:
- 20% of Pre-Covid FY2021 Budget

Actual:
- FY19 Q3: 70M
- FY19 Q4: 82M
- FY20 Q1: 79M
- FY20 Q2: 78M
- FY20 Q3: 64M
- FY21 Q1: 10M

FY2021 Budget:
- 48% of Pre-Covid

+34% +19% +18% +5% +39% +74% +79% +75%
### Managed Re-Entry Service Began August 2020

#### Current Metrobus Service
- **Span of hours:** 4a-12a
- **Weekday:** 73% of pre-Covid-19 Service
- **Saturday:** 87% of pre-Covid-19 Service
- **Sunday:** 86% of pre-Covid-19 Service
- **Level of service** constrained by Metrobus workforce availability
- **Continue rear-door boarding and no fare collection until January**
- **Some crowding on certain bus lines – continuing to monitor and deploying additional buses when possible**

#### Current Metrorail Service
- ~90% of pre-Covid-19 service
- **Weekday:** 5am-11pm; **Weekend:** 7/8am-11pm
- **Increased train frequency**
- **All stations now open**
- **Mobile fare payment now available**

### Managed Re-Entry Service Plan

<table>
<thead>
<tr>
<th>Service</th>
<th>Weekday</th>
<th>PEAK 8 min</th>
<th>OFF 15 min</th>
<th>PEAK 15 min</th>
<th>SAT &amp; SUN 15 min</th>
<th>Resumed 5 min</th>
<th>RD 12 min</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Managed Re-Entry Service Plan</strong></td>
<td><strong>Increased Peak, Wider Base</strong></td>
<td><strong>BL OR GR YL SV</strong></td>
<td><strong>BL OR GR YL SV</strong></td>
<td><strong>BL OR GR YL SV</strong></td>
<td><strong>BL OR GR YL SV</strong></td>
<td><strong>BL OR GR YL SV</strong></td>
<td><strong>RD</strong></td>
</tr>
</tbody>
</table>
Financial Stability
Revised Financial Outlook Worse Due to Covid-19

- Virus Transmission Not Abating
- Govt workers, businesses, schools slower to return than expected
- Ridership recovery delayed
- Additional Safety and Cleaning Costs

Prolonged Managed Re-Entry Plan
Policy Considerations

- Passenger and employee safety top concern

- Protect bus service for essential trips, workers, and transit dependent

- Align services with ridership demand with room for recovery & social distancing

- Reduce adverse impacts for workforce as much as possible

- Act regionally to promote economic recovery and support federal workforce

- Be intentional about equity
CARES Act Funds Will Not Cover Full Fiscal Year

1. FY2020 Cares Act Draw includes $221M in lost revenue and $109M in Regional Allocation (Projection includes contingent reserves)
## Actions Needed to Close Remaining Funding Gap, assuming Current Subsidy affirmation

### Likely Scenario

<table>
<thead>
<tr>
<th>Management Actions</th>
<th>($42.6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Board Actions</td>
<td>($169.4)</td>
</tr>
<tr>
<td>Defer Capital Projects</td>
<td>($30.0)</td>
</tr>
<tr>
<td>Service Cuts/Adjustments</td>
<td>($139.4)</td>
</tr>
<tr>
<td><strong>Total Savings Achieved</strong></td>
<td>($212.0)</td>
</tr>
</tbody>
</table>
## Proposed Adjustments to Reduce Expense

### Summary of Impacts

<table>
<thead>
<tr>
<th>$ in Millions</th>
<th>Expenses</th>
<th>Revenues</th>
<th>Savings</th>
<th>Retention</th>
<th>Net Savings</th>
<th>FTEs²</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rail</strong></td>
<td></td>
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</tr>
<tr>
<td>Standardize weekday rail service frequency to 12 minutes on each line</td>
<td>($34.3)</td>
<td>($4.6)</td>
<td>($29.7)</td>
<td>$0.0</td>
<td>($29.7)</td>
<td>(493)</td>
</tr>
</tbody>
</table>
| Reduce number of trains/operators by shortening trips where possible (i.e. “turnbacks”)  
  - Red Line: Every other trip Grosvenor-Silver Spring  
  - Yellow Line: All trips begin/end at Mt. Vernon Square | ($3.5) | ($0.7) | ($2.8) | $0.0 | ($2.8) | (45) |
| Shorten span of service by 10 hours/week  
  Close at 9 pm Sun-Thur (retain 11 pm Fri/Sat) | ($6.8) | ($1.3) | ($5.5) | $0.0 | ($5.5) | (96) |
| Silver Line Phase 2 Opening July 1 | ($70.0) | ($1.3) | ($68.8) | $15.0 | ($53.8) | (228) |
| **Bus**       |          |          |         |           |             |       |
| Retention of August Service Plan | ($64.3) | ($1.7) | ($62.6) | $0.0 | ($62.6) | (876) |
| Restore Bus Fares in Q3³ | $0.0 | $5.6 | ($5.6) | $0.0 | ($5.6) | 0 |
| **Total**     | ($178.8) | ($4.0) | ($174.8) | $15.0 | ($159.8) | (1,738) |

1. Retention costs required to maintain assets 2. Full-time equivalents (FTE) vacant or filled 3. Heightened fare evasion may reduce revenue realized
Timeline for Orderly Service Reduction Actions

1. Board Approval of Docket → Sep 18
2. Virtual only public outreach
3. 3 months for proposed service change implementation
4. Required 60 days notice for employee layoffs
5. Notice of service changes for customers → Dec 1
6. Reductions take effect mid - December

Fiscal Cliff - CARES anticipated depletion Jan 2021
We Need Your Help

- Critical federal funds are needed to help WMATA and its funding partners withstand the impact of COVID-19

- WMATA is thankful for the support of local, state, and federal elected officials, the business community, and other stakeholder groups

- National and regional economies cannot recover without the support of transit
Thank You!

Continue checking [wmata.com/plan](http://wmata.com/plan) for Recovery Plan info

And [wmata.com/budget](http://wmata.com/budget) for budget info
4. WMATA (continued)

B. WMATA COVID-19 Response
C. Report from the Virginia WMATA Board Members
D. Other WMATA News
E. Report from the Chair of the 3% Cap Working Group

- Working Group has met three times
- Working Group and WMATA Committee have reached a consensus on recommendations for the report
- Action to approve report at November Commission meeting
- Report due November 10
3% Cap Working Group Report to the General Assembly

Background

- The report examines the role of NVTC jurisdictions in funding of WMATA, the impact of the historical operating subsidies, and WMATA’s past and present drivers of past subsidy increases.

Findings

- The 3% cap has only been used for two WMATA budget cycles.
- It does appear to provide some predictability and require WMATA to focus on controlling costs.
- However, the exclusions do increase the bottom-line subsidy, reducing the predictability of annual subsidy growth.

Recommendations

- No changes be made to the existing 3% cap legislation;
- No additional exclusions to the cap be considered at this time;
- No legislative changes be considered before the cap has been in place for five WMATA budget development cycles; and
- NVTC continue to evaluate the impact of Virginia’s 3% cap legislation.
Companion Report to NVTC on Virginia’s 3% Cap

- Secondary report to the Commission focused on non-legislative actions
- Will follow a separate timeline from the General Assembly report
4. WMATA (continued)

F. Report from the Chair of the NVTC WMATA Committee

Next NVTC WMATA Committee meeting - October 29
5. Commuter Choice Program

A. Report from the Chair of the Program Advisory Committee
B. ACTION ITEM: NVTC Commuter Choice Program FY 2020 Annual Report

C. ACTION ITEM: Commuter Choice on the I-66 Corridor Initial Round Four (FY 2021) Program of Projects

D. Commuter Choice on the I-395/95 Corridor Update
FY 2020 Annual Report is first to include:

- a 5-year look back at the program
- lessons learned from administering the program
- analysis from both the I-66 Inside the Beltway and I-395/95 corridors
NVTC ensures that the Commuter Choice program delivers projects with substantial benefits to toll payers by moving more people and fostering viable, attractive alternatives to driving alone.

Five-Year Look Back: Lessons Learned

- Advocating for a more diverse set of projects that advance Commuter Choice goals
- Ensuring project benefits area readily measurable, particularly Transportation Demand Management (TDM) efforts
- Encouraging applicants to coordinate projects with other stakeholders in the region to ensure success
24
Operational & Completed
Transit & Access To
Transit Projects

Commuter Choice’s 24 operational and completed transit and access to transit projects move about 2,200 more people through the I-66 Inside the Beltway and I-395/95 corridors each morning.

The number of trips provided by these projects is 86% of the total target that was the basis for the projects’ selection.

Five-Year Look Back:
At-a-Glance

1500
PEOPLE

In the I-66 corridor, 16 projects move almost 1,500 people each morning, within a reasonable range (77%) of their target.

69% meet or exceed the target

Eleven of the 16 projects in the I-66 corridor meet (within 30%) or exceed their ridership targets.

700
PEOPLE

In the I-395/95 corridor, eight projects move about 700 people each morning, substantially outperforming their target (117%).

75% meet or exceed the target

Six of the eight projects in the I-395/95 corridor meet (within 30%) or exceed their ridership targets.
Since Commuter Choice funding began in 2017 on the I-66 corridor Inside the Beltway, more people have moved in fewer vehicles.

**Program Highlights**

More people used transit, carpools and vanpools to travel along the I-66 corridor during the morning peak period in 2019 than in 2015.

<table>
<thead>
<tr>
<th></th>
<th>Transit</th>
<th>Carpool/Vanpool</th>
<th>Driving Alone</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>41.1%</td>
<td>22.5%</td>
<td>36.4%</td>
</tr>
<tr>
<td>2019</td>
<td>41.5%</td>
<td>23.7%</td>
<td>34.7%</td>
</tr>
</tbody>
</table>

-1.7% decrease in the mode share of people who drive alone in 2019

Each morning in 2019, 700 more people and 750 fewer vehicles moved through the corridor than in 2015.
When using transit to commute, most people use Metro and VRE. More people, however, are adopting the long-haul Commuter Bus as their preferred travel mode.

Program Highlights

(continued)

+2.1% increase in Commuter Bus mode share

56 additional commuter buses move through the I-66 corridor each day with Commuter Choice funding

+26% Growth in commuter bus ridership since 2015
NEW OR ENHANCED BUS SERVICE PROJECTS

1. Arlington County - Bus Stop Consolidation and Accessibility Improvements, Lee Highway and Washington Boulevard Funding: $462,000

2. Arlington County - Enhanced Bus Service on Metrotbus 3Y: Lee Highway-Farragut Square Funding: $1,040,000

3. City of Alexandria/DASH - Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro Funding: $3,040,000

4. City of Alexandria/DASH - Enhanced Bus Service on AT-9: Mark Center to Potomac Yard Funding: $1,949,000

5. Fairfax County - New Bus Service from Stringfellow to L’Enfant Plaza Funding: $4,326,000

6. Fairfax County - New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride improvements Funding: $3,540,903

7. Fairfax County - Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations Funding: $3,452,618

8. Fairfax County - Fairfax Connector Government Center—Down town DC, Route 699 Funding: $5,276,336*

9. City of Falls Church - Metrotbus Route 3T Extension and Service Expansion Funding: $845,754

10. Loudoun County - Loudoun County Transit Metro Connection from New Purcellville Park and Ride Funding: $1,085,060

11. Loudoun County - Loudoun County Transit Metro Connection Route 88X Extension to Dulles South Funding: $1,706,040

12. Loudoun County - Stone Ridge Enhanced Transit Funding: $2,472,970*

13. Loudoun County - New Bus Service from Purcellville to DC Funding: $949,482

14. Loudoun County - New Bus Service from Stone Ridge to Pentagon Funding: $1,257,226

Omniride - Gainesville to Pentagon

Omniride - Omniride Linton Hall Metro Direct Bus Service Enhancement Funding: $134,200

Omniride - Omniride On-Demand Commuter Lot Shuttles in Prince William County Funding: $1,087,796

Omniride - Enhanced Bus Service from Gainesville to DC Funding: $1,519,100

Omniride - New Bus Service from Haymarket to Rosslyn Funding: $776,700

Omniride - Enhanced Bus Service from Dale City to Balston Funding: $251,600

Omniride - Enhanced Bus Service on Prince William Metro Express Funding: $562,400

Omniride - Enhanced Bus Service on Route 1 Local Funding: $1,133,500

Omniride - New Bus Service from Staffordboro to Downtown D.C. Funding: $3,569,200

Omniride - New Bus Service from Staffordboro to the Pentagon Funding: $3,495,300

ACCESS TO TRANSIT PROJECTS

15. City of Fairfax - CUE Access and Technology Improvements Funding: $965,000

16. Fairfax County - I-66 Corridor Vienna/Merrifield Bike Share Expansion Funding: $497,100

17. City of Falls Church - Expanded Transit Access, Bike Share Funding: $500,000

18. City of Manassas - Bicycle Parking Improvements at Manassas VRE Station Funding: $55,000

ROADWAY OPERATIONS PROJECTS

29. Arlington County - I-66 Corridor Intelligent Transportation System Enhancements Funding: $400,000

30. Arlington County - Traffic Management Center Funding: $400,000

TDM PROJECTS

31. Arlington County - Commuter Store at the Pentagon Transit Center Funding: $211,962

32. Arlington County - Expanded TDM Outreach to the I-66 Corridor Funding: $2,050,000*

33. Arlington County - Multimodal Real-Time Transportation Information Screens Funding: $250,000

34. Omniride - Flexible Vanpool Program Funding: $317,600

35. NVRC - New TDM Outreach Campaign for Military Facilities Funding: $396,184

36. Prince William County - New TDM Outreach to the I-66 Corridor Funding: $200,000

*denotes the total funded amount for projects funded in multiple rounds
To read the full 2020 annual report with detailed project information, visit

CommuterChoiceAR.org

COMING SOON
5C. Commuter Choice on the I-66 Corridor Initial Round Four (FY 2021) Program of Projects

• Approve I-66 Corridor Initial Round Four (FY 2021) Program of Projects for Submission to the Commonwealth Transportation Board

• Approve Executive Director to execute related Standard Project Agreements

• Consider remaining eligible project application scores in selection of Supplemental Program in Spring 2021
I-66 Round Four (FY 2021-2022)
Revenue Available for New Projects

$25M
Pre-COVID estimate for FY 2021-2022, per MOA

~$4M in FY 2021
TBD in FY 2022
## Recommended Initial (FY 2021) Program
Endorsed by the Program Advisory Committee

<table>
<thead>
<tr>
<th>Applicant</th>
<th>I-66 Round Four (FY 2021-2022) Application Title</th>
<th>Application Score (100 Points)</th>
<th>Funding Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairfax County</td>
<td>McLean Metro Station North Entrance</td>
<td>85</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>OmniRide</td>
<td>Renewal of Bus Service from Gainesville to Pentagon/Navy Yard</td>
<td>80</td>
<td>$461,100</td>
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<tr>
<td>OmniRide</td>
<td>Renewal of Bus Service from Haymarket to Rosslyn</td>
<td>71</td>
<td>$137,100</td>
</tr>
<tr>
<td>City of Fairfax</td>
<td>City of Fairfax Bike Share Implementation</td>
<td>59</td>
<td>$460,000</td>
</tr>
<tr>
<td>Arlington County</td>
<td>Lee Highway HOV and Bus-Only Lane in Rosslyn</td>
<td>57</td>
<td>$710,000</td>
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<tr>
<td>Loudoun County</td>
<td>Renewal of Purcellville Metro Connection Bus Service</td>
<td>52</td>
<td>$709,030</td>
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<tr>
<td>NVTC</td>
<td>Program Administration and Oversight for FY 2021</td>
<td></td>
<td>$300,000</td>
</tr>
<tr>
<td><strong>TOTAL FUNDING REQUEST</strong></td>
<td></td>
<td></td>
<td><strong>$3,777,230</strong></td>
</tr>
</tbody>
</table>
Public Comment on the Initial (FY 2021) Program

- Open September 1-21
- Comments accepted via online form, email, voicemail
- Promotion via social media and through applicants
- Virtual Town Hall meeting for members of the public to learn about the projects
- Five comment submissions received
# Projects To Be Considered for Supplemental (FY 2022) Program Endorsed by the Program Advisory Committee

<table>
<thead>
<tr>
<th>Applicant</th>
<th>I-66 Round Four (FY 2021-2022) Application Title</th>
<th>Application Score (100 Points)</th>
<th>Funding Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Falls Church</td>
<td>Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center</td>
<td>73</td>
<td>$3,305,967</td>
</tr>
<tr>
<td>OmniRide</td>
<td>TDM Strategy - I-66 Corridor Vanpool Parking Benefit</td>
<td>62</td>
<td>$85,000</td>
</tr>
<tr>
<td>Fairfax County</td>
<td>New Bus Service from Reston South to Crystal City</td>
<td>59</td>
<td>$5,110,800</td>
</tr>
<tr>
<td>Town of Vienna</td>
<td>New Park and Ride at Patrick Henry Library</td>
<td>56</td>
<td>$5,050,000</td>
</tr>
<tr>
<td>Fairfax County</td>
<td>TDM Strategy - Fare Buy Down on Bus Service from Reston North to Crystal City</td>
<td>44</td>
<td>$154,500</td>
</tr>
<tr>
<td><strong>TOTAL FUNDING REQUEST FOR PROJECTS</strong></td>
<td></td>
<td><strong>$13,706,267</strong></td>
<td></td>
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<tr>
<td>NVTC</td>
<td>Program Administration and Oversight for FY 2022</td>
<td></td>
<td>TBD</td>
</tr>
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</table>
5. Commuter Choice Program – I-66 Action Items

5B: Authorize the Executive Director to Submit the NVTC Commuter Choice Program FY 2020 Annual Report to the Commonwealth Transportation Board (CTB)

5C: Approve Resolution #2420: Approve the Commuter Choice on the I-66 Corridor Initial Round Four (FY 2021) Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
5D. Commuter Choice on the I-395/95 Corridor Round Two Update

- Schedule for I-395/95 Round Two
- Use of existing technical evaluation criteria and process
- Proposed Policy Changes

Action will be requested at November’s Commission meeting
Staff are working with our Commonwealth partners to understand how COVID-19 may affect available revenue.
Proposed Technical Evaluation Process
From the Fall 2019 Commuter Choice on the I-66 Corridor Call for Projects

Results in a technical score (max 100 points) provided to Commission and public for consideration
Proposed Program-Wide Policy Changes
Would take effect with the I-395/95 Round Two call for projects

Framework for Larger Capital Projects
• Commuter Choice will only fund asset acquisition and construction
• Must document ability to begin construction in two years, expend funds in five
• Funding awards may extend across two consecutive two-year programs

Minimum Funding Award Amount
• $200,000 for all projects

Transportation Demand Management Project Requirements
• Must exclusively benefit toll payers and have directly measurable outcomes

Partner Support Documentation Requirement
• Executive, Board or Council support documentation required with applications for projects that significantly involve a third party (VDOT, WMATA, etc.)
6. Legislative Update

A. Report from the Chair of the Legislative and Policy Committee

DAVID MEYER
CHAIR, LEGISLATIVE AND POLICY COMMITTEE
6. Legislative Update

AIMEE PERRON-SEIBERT
NVTC LEGISLATIVE LIAISON

KATE MATTICE
NVTC EXECUTIVE DIRECTOR
7. NVTC Transit Resource Center

In meeting materials:
A. FY 2020 4th Quarter Transit Ridership Report
B. FY 2020 4th Quarter Parking Utilization

Presentation on:
C. NVTC FY 2020 Annual Transit Performance Report
Transit ridership in FY 2020 was following a similar monthly variation as observed in previous years, until the COVID-19 public health emergency. Starting in March, transit ridership dropped dramatically. By the summer, ridership started to increase slightly.

Source: DRPT OLGA System and WMATA
Typically transit moves over a quarter million people on an average day in Northern Virginia.

Northern Virginia Average Daily Transit Boardings (All Modes), FY 2016 - FY 2020

<table>
<thead>
<tr>
<th>Year</th>
<th>Heavy Rail (Metro)</th>
<th>Commuter Rail (VRE)</th>
<th>Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2016</td>
<td>284,563</td>
<td>10,000</td>
<td>194,000</td>
</tr>
<tr>
<td>FY2017</td>
<td>266,239</td>
<td>10,000</td>
<td>194,000</td>
</tr>
<tr>
<td>FY2018</td>
<td>258,595</td>
<td>10,000</td>
<td>194,000</td>
</tr>
<tr>
<td>FY2019</td>
<td>253,148</td>
<td>10,000</td>
<td>194,000</td>
</tr>
<tr>
<td>FY2020</td>
<td>192,973</td>
<td>10,000</td>
<td>194,000</td>
</tr>
</tbody>
</table>

Source: DRPT OLGA System and WMATA
Summary Points

• COVID-19 has seriously impacted transit ridership and commuting patterns in the last quarter of FY 2020.

• Before COVID-19, transit ridership was experiencing a 5% increase, when comparing FY 2020 to FY 2019.

• Despite telework, as things reopen, transit is starting to show increased ridership.

• Continued investment in transit and TOD is vital to post-COVID-19 recovery and long-term sustainable economic growth.

• NVTC will continue to track ridership during COVID-19 and in subsequent recovery.
8. Virginia Railway Express

A. VRE COVID-19 Response
B. VRE CEO Report and Minutes
C. ACTION ITEM: Approve Resolution #2421: Authorize the Referral of the Preliminary FY 2022 VRE Operating and Capital Budget to the Jurisdictions
D. VRE CEO Delegated Spending Authority Increased
9. Department of Rail and Public Transportation

Report is included in meeting materials.
10. Executive Director’s Report

A. Executive Director Newsletter
B. NVTC Financial Reports (August 2020)

Save the date for
NVTC-PRTC Joint *Virtual* Legislative Briefing
Monday December 7\textsuperscript{th} at 9:00 am
Commissioner Comments

Chair Cristol will open the floor for any final questions and comments from Commissioners

Next Commission Meeting is November 5, 2020
Meeting is adjourned. Thank you for attending.

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