

Combined
Blue Items/Handouts
for
December 2, 2021
NVTC Meeting

FY 2023 G&A Budget – Proposed Approach

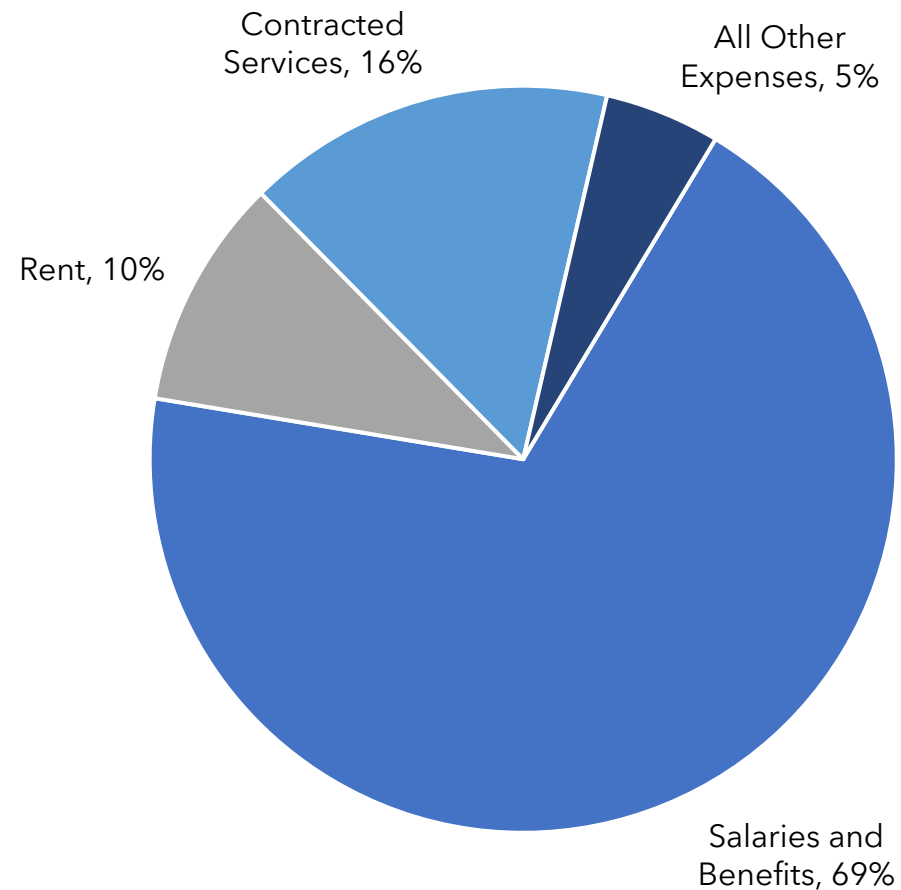
Maintain near zero growth in G&A budget while building NVTC's research portfolio and supporting highly skilled staff.

- ✓ Continue strong support of Commission priorities
- ✓ Fulfill state and federal reports and requirements
- ✓ Reduce financial management exposure
- ✓ Retain and train highly skilled staff
- ✓ Continue robust regional technical and coordination efforts
- ✓ Continue staff coordination of WMATA efforts including support to WMATA Board members
- ✓ Be able to immediately conduct policy research and leverage opportunities for additional federal and/or state funding
- ✓ Sustain human resources, legal and legislative support
- ✓ Align COLA/merit expectations with peers, jurisdictions



NVTC's General and Administrative Budget

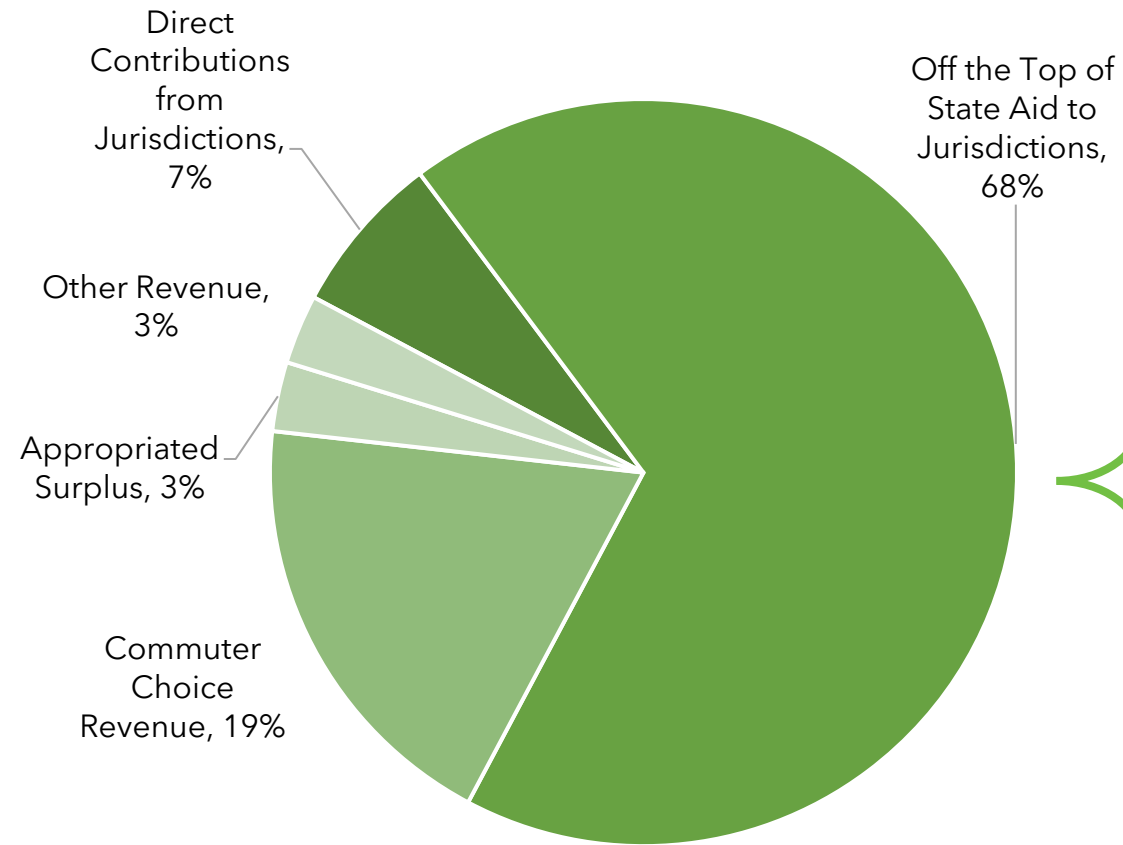
NVTC Budget Cost Drivers



- ✓ **Financial management** of gas tax, toll revenues, state aid and federal grant funding
- ✓ **Program management** of Commuter Choice, WMATA Oversight
- ✓ **Technical, policy and data analysis** that improve local transit planning decisions
- ✓ **Facilitation of regional efforts** such as major station shutdowns and new fare technologies
- ✓ **Meeting planning and communications** to allow Commission to thrive
- ✓ **Internal Operations** to support communications and IT functions

NVTC's General and Administrative Budget

NVTC Budget Revenue Sources



- ✓ NVTC's G&A Budget is primarily from state aid (DRPT funding)
- ✓ Only 7% comes directly from jurisdictional budgets (fixed in total)
- ✓ In FY 2022, NVTC expects to manage \$232M in state aid on behalf of our jurisdictions
 - ✓ NVTC "overhead" is less than 1.2% of state aid
- ✓ Commuter Choice funding is approved by CTB each year
- ✓ Appropriated Surplus varies from year to year, depending on prior year budget surpluses

Proposed FY 2023 G&A Budget - Expenditures

Budget Category	Approved FY 2022 Budget	Proposed FY 2023 Budget	Increase (Decrease)	Percent Change
Salaries and Wages	\$2,102,700	\$2,165,300	\$62,600	3.0%
Benefits and Other Payroll Costs	520,400	532,900	12,500	2.4%
Administrative Costs	566,700	604,700	38,000	6.7%
<i>Commissioners Per Diem</i>	14,500	14,700		1.4%
<i>Rent</i>	408,200	418,400		2.5%
<i>Insurance</i>	7,400	7,300		-1.0%
<i>Travel, Training and Meetings</i>	44,000	55,800		26.8%
<i>Telephone, Data and Postage</i>	16,000	16,700		4.4%
<i>Publications and Supplies</i>	28,900	28,900		0.0%
<i>Computer Operations and Equipment</i>	37,700	52,900		40.3%
<i>Other General and Administrative</i>	10,000	10,000		0.0%
Contract Services	643,700	617,300	(26,400)	-4.1%
<i>Commuter Choice</i>	463,600	234,700	(228,900)	-49.4%
<i>Research Support, Other</i>	180,100	382,600	202,500	112.4%
Total FY 2022 G&A Budget	\$3,833,500	\$3,920,200	\$86,700	2.3%

Proposed FY 2023 G&A Budget - Revenue

Budget Category	Approved FY 2022 Budget	Proposed FY 2023 Budget	Increase (Decrease)	Percent Change
Local Share from State Aid	\$2,359,253	\$2,663,653	\$304,400	
Local Direct Contributions	284,247	284,247	0	
Total Local Contributions	2,643,500	2,947,900	304,400	11.5%
<i>Base Operating Program (excluding Commuter Choice)</i>			94,400	3.5%
<i>Research Support, Commission Directed</i>			200,000	7.6%
<i>Professional Development, Commission Directed</i>			10,000	0.4%
Interest and Other Revenue	10,000	3,000	(7,000)	-70.0%
Project Chargebacks	1,040,000	834,300	(205,700)	-21.4%
Project Grant Billings	40,000	40,000	0	0.0%
Appropriated Surplus	100,000	95,000	(5,000)	-5.0%
Total FY 2022 G&A Budget	\$3,833,500	\$3,920,200	\$86,700	2.3%

NVTC 2022-2023 Work Plan - Deliverables and Actions

Commuter Choice

- I-66 Round Five scoring and program development
- I-395/95 Round Three Call for Projects
- Annual Report to CTB

NVTC Oversight of WMATA

- Annual Report on the Performance and Condition of WMATA
- WMATA budget letters and testimony, when appropriate
- Yellow Line Bridge Shutdown Coordination

Transit Technology

- *Proposed Northern Virginia Low-/Zero-Emission Bus Strategic Plan*
- Implementation of Regional Fare Collection Strategic Plan tasks

NVTC Staff Support to VRE

- Audited annual ridership survey and GIS analysis

Transit Resource Center

- Annual Transit Performance Report
- Post-COVID Transportation Analyses
- *Proposed Northern Virginia Transit Strategic Plan*
- Route 7 BRT Phase VI Analysis

Legislative and Policy Efforts

- Joint NVTC-PRTC Legislative Briefing
- Annual Legislative and Policy Agenda
- Policy briefs and tracking reports

Communications

- Public outreach for Commuter Choice program milestones
- Daily headlines, weekly and monthly newsletters
- Post-COVID and Post-Yellow Line Bridge Shutdown marketing campaign

Financial Analysis and Reporting

- Administer annual WMATA subsidy and local transit funding
- Annual allocation of regional gas tax
- Financial projections and analysis
- DRPT grant applications and grant agreements
- Commuter Choice reimbursements
- Annual updates to SAM formula
- Federal grant management and reporting
- Title VI certification to FTA

Commission Management

- Monthly materials
- Annual agenda and meeting schedule

Internal Operations

- General and Administrative Budget and Work Plan
- Telework and IT support

Executive Summary

In its 2021 *Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority (WMATA)*, the Northern Virginia Transportation Commission (NVTC) recommends 18 strategies for WMATA to reduce the growth in operating costs and to improve the efficiency of operations. Each of these strategies are framed through the lens of the COVID-19 pandemic, with an understanding that altered travel patterns will likely linger in the years ahead. The report also presents annual performance, safety, reliability and financial performance data for fiscal year 2021 and calendar year 2020, both of which were impacted by the COVID-19 pandemic.

NVTC's Strategies for WMATA to Reduce Costs and Become More Efficient

NVTC's 2021 Annual Report includes 18 recommended strategies for WMATA to become more financially sustainable and a more effective transit system and mobility provider, the most important of which is to rebuild ridership.

Highlights of NVTC's 2021 recommendations to WMATA:



- **Leverage federal coronavirus relief aid** to prevent layoffs, sustain and improve service levels throughout a multi-year recovery period, and position WMATA for a sustainable long-term ridership and revenue recovery.



- **Communicate and encourage a safe return to transit** by highlighting and promoting enhanced safety efforts during the COVID-19 pandemic and developing a long-term, post-pandemic marketing and communications strategy to rebuild ridership.



- **Implement fare and parking policy changes** that improve revenue and ridership, remove barriers to access and retain newly returning riders
- **Adapt rail service to anticipate demand** during the COVID-19 pandemic and the region's subsequent recovery period while maintaining an equitable, baseline level of service across all Metrorail lines.
- **Continue focus on ongoing initiatives to reduce the growth in operating costs and improve operational efficiencies** using NVTC's previously recommended strategies in past annual reports on the performance and condition of WMATA.

Major Capital Accomplishments

WMATA's FY 2021 Capital program was the largest in WMATA history. Dedicated capital funding has allowed WMATA to continue its aggressive ramp up and delivery of capital projects to address long overdue state of good repair needs.

- **Platform rehabilitation program nearly complete.** The four-year project to rebuild 20 outdoor Metrorail station platforms is nearly complete. Major construction work at Arlington Cemetery and Addison Road stations concluded in the summer with 17 stations completed in total by the fall of 2021.
- **Metrorail and Metrobus fleet reliability were at an all-time high.** Due to state of good repair program and in part due to the pandemic, Metrorail and Metrobus both saw the highest fleet reliability performance in FY 2021.
- **Mobile App and new fare technology introduced across the system.** In FY 2021, WMATA expanded its mobile app to include Android and started installing new faregates at rail stations.
- **Cellular data service available in all Metrorail tunnels.** By installing fiber and upgrading radio communications throughout the rail system, WMATA made cellular and data service available for riders in all 100 miles of Metrorail tunnel track.
- **Track rehabilitation work yields dividends.** Using planned shutdowns and other forms of track availability, WMATA rehabilitated and maintained track structural components, replaced third-rail insulators, and cleaned track beds, resulting in a steep reduction in the number of fires.



An uncertain post-pandemic recovery will exhaust federal aid

Prior to the COVID-19 pandemic, WMATA implemented several of NVTC's past recommendations and had seen promising signs that improvements in system reliability were rebuilding customer confidence and that rail and bus ridership were not just stable but growing. Changing travel patterns and increased telework suggest that WMATA's ridership recovery from the pandemic will be gradual and take many years.

While federal aid is expected to sustain operations thru FY 2023, it will be exhausted by FY 2024. With only a partial ridership recovery predicted at that time, WMATA anticipates an operating budget gap of over \$500 million in the FY 2024 budget year. NVTC will continue to work with our local, Commonwealth and federal partners to support WMATA as it evolves to meet the Northern Virginia transit needs of a post-pandemic transit world.



Executive Director Newsletter

December 2021

Tis the season of giving and Congress and President Joe Biden have given public transit in America a gift of historic proportions. The Infrastructure Investment and Jobs Act (IIJA) authorizes up to \$108 billion, including \$91 billion in guaranteed funding for public transportation. In Northern Virginia Metro, VRE and OmniRide will immediately benefit from formula funding changes.

The bill contains a long list of benefits for Virginia. According to the U.S. Department of Transportation, based on formula funding alone, Virginia would expect to receive about \$1.2 billion over five years to improve public transportation options across the Commonwealth. There's also money to improve Amtrak's Northeast Corridor, rebuild roads and bridges with an eye on safety for cyclists and pedestrians, and purchase or lease of low and no emissions buses and the facility upgrades they require.

The legislation also creates the National Infrastructure Project Assistance grant program to support multi-modal, multi-jurisdictional projects of national or regional significance. That program has the potential to benefit major efforts like building a new Long Bridge over the Potomac River for the exclusive use of VRE and Amtrak passenger trains.

Our local bus systems may also want to participate in FTA's enhanced Low and No-Emission Bus and Bus Facilities Competitive Grant Program which has been significantly increased to \$5.6 billion to support the transition of transit vehicles to low or zero-emission technologies.

We are grateful for this once-in-a-generation infrastructure boost that will be remembered for decades.

Executive Director

Key Dates

- Dec. 6 - NVTC-PRTC Legislative Briefing
- Dec. 7 - 8 - Commonwealth Transportation Board
- Dec. 14 - Virginia Passenger Rail Authority
- Dec. 15 - Regional Public Meeting
- Jan. 6 - Commission Meeting

Northern Virginia Transportation Commission
2300 Wilson Blvd., Ste. 230
Arlington, VA 22201



[NoVaTransit.org](https://www.NoVaTransit.org)
[NoVaRides.org](https://www.NoVaRides.org)
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Commuter Choice on the I-66 Corridor Round Five call for projects opens

NVTC's Commuter Choice team is accepting applications for multimodal transportation improvements in the I-66 Inside the Beltway corridor, including along parallel roads and transit lines, that will be funded through I-66 toll revenues in FY 2023 and FY 2024. Proposed projects must benefit Inside the Beltway toll payers and support Commuter Choice program goals of maximizing corridor person throughput, improving mobility, expanding transportation options and enhancing transportation safety and reliability. NVTC conservatively anticipates that \$12 million will be available for new projects over the two-year period, with a higher funding level possible if Inside the Beltway toll revenues continue to rebound.

The Commuter Choice team has been meeting with interested eligible applicants—counties, cities, towns and transit providers in Virginia Planning District 8 – to discuss project ideas and review the needed application materials. While overall peak-period, peak-direction commute travel in the I-66 corridor remains below historical levels, NVTC is encouraging applicants to consider applying for capital projects that will provide long-term benefits, ideally for both peak- and off-peak commuters.

The Commission authorized NVTC staff to open the Commuter Choice on the I-66 Corridor Round Five call for projects at its meeting November 4. NVTC will accept applications through Friday, January 28, 2022, and anticipates approval of a program of projects by the Commission and Commonwealth Transportation Board in June 2022.

Infrastructure bill means \$1.2 billion for Virginia transit

The White House is touting the benefits of the newly-signed Infrastructure Investment and Jobs Act. The Biden administration says new investments and reauthorization in the [Bipartisan Infrastructure Law](#) provide \$89.9 billion in guaranteed funding for public transit over the next five years, calling it “the largest Federal investment in public transit in history.”

The [White House](#) and [Federal Transit Administration](#) also released fact sheets detailing what the bill means for Virginia. It includes \$1.2 billion for transit in the Commonwealth, as well as money for highways, electric vehicle chargers, airports, high-speed internet, water infrastructure, climate change mitigation and cyber defense. The bill also [reauthorizes](#) \$150 million annually for Metro through 2030 and makes additional transit investments in neighboring D.C. and Maryland.



*President Joe Biden signs the The Infrastructure Investment and Jobs Act.
Photo via [@WhiteHouse](#) on Twitter*

NVTC Legislative Committee reviews legislative agenda for 2022

NVTC's [Legislative and Policy Committee](#) met this November 12 to discuss recent activity at the state and federal levels that will impact transportation and transit in Virginia and to review the draft Legislative & Policy [Agenda](#) for 2022. NVTC Legislative Liaison Aimee Perron Seibert provided a breakdown of recent election results and looked ahead to the administration of Gov.-elect Glenn Youngkin and the Republican takeover of the House of Delegates. Ms. Perron Seibert noted that transportation was not a major subject in campaigns this year and expressed hope that his administration would not make significant changes to policy. Ms. Perron Seibert said her team will work with the yet-to-be-named transportation secretary and new House Transportation Committee leadership to educate them on Northern Virginia's transportation needs. VRE Legislative Liaison Bennett Resnick provided a federal outlook, highlighting the \$1.2 billion provided for Virginia in the infrastructure bill that President Joe Biden will sign Monday.

The full Commission will be asked to approve the legislative agenda in December. I also reminded committee members about our NVTC-PRTC [Joint Legislative Briefing](#), to be held Monday, December 6 in Springfield.



Review finds Virginia transportation funding models working well

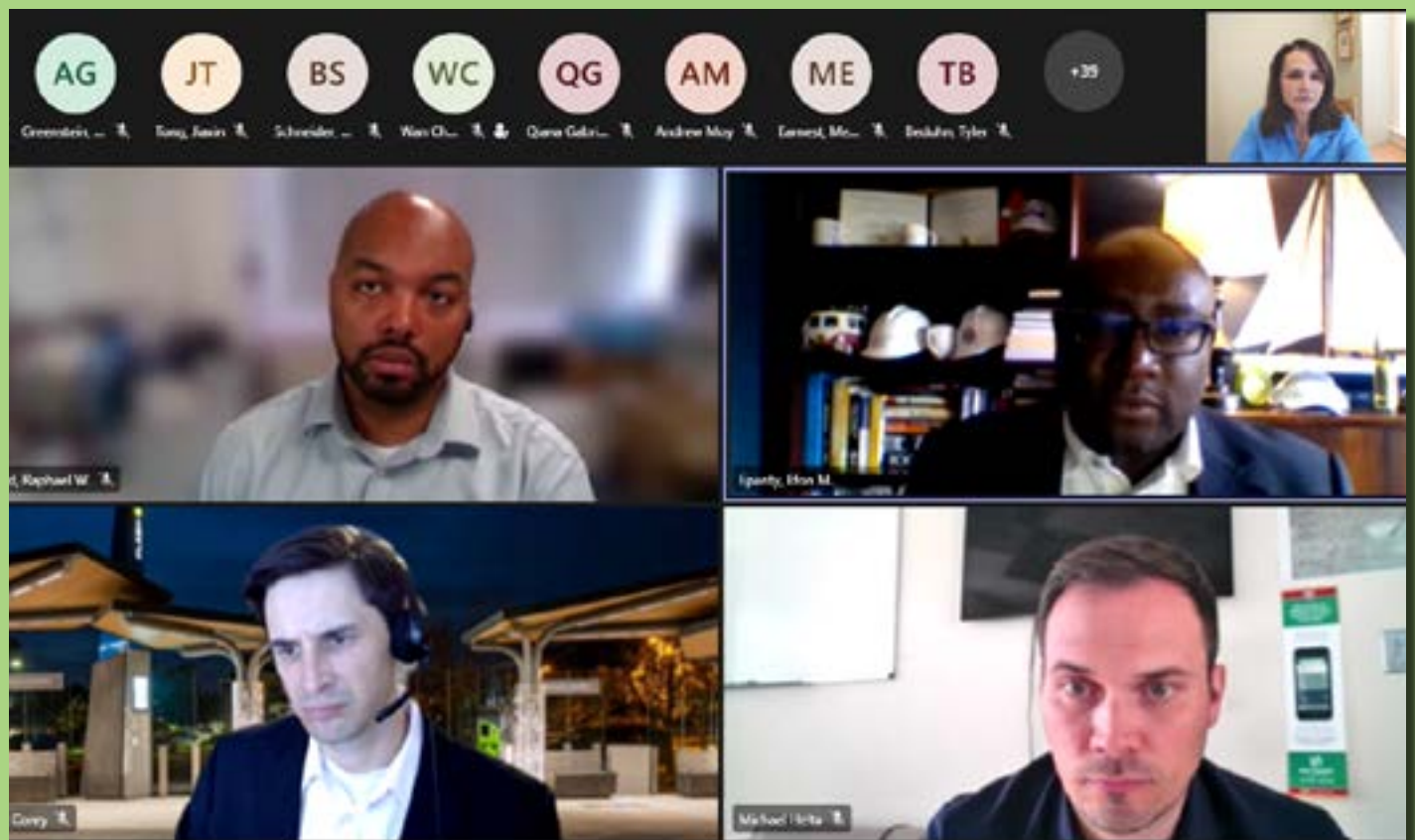
The Joint Legislative Audit and Review Commission (JLARC) presented its draft Transportation and Infrastructure Funding [report](#) November 8. JLARC found that funding models are designed well and work effectively. Commission members did warn that more money could be needed for transit in the future, especially if ridership levels do not bounce back to pre-pandemic levels. The report notes that the Virginia General Assembly increased transportation revenues by 16% to \$578 million in 2020, which addresses near and long-term funding concerns. "Revenue increases will help to strengthen the state transportation system by providing more funding to improve the condition of existing roads and bridges, and to make system improvements to address congestion, safety and economic development needs," the report finds. JLARC also says the restructured revenue stream will make it less likely the Commonwealth will experience revenue shortfalls as fuel consumption decreases over time.

NVTC's Transit Technology Program featured at regional meeting

NVTC's Transit Technology Senior Program Manager Patricia Happ participated in the Washington, D.C. Section Institute of Transportation Engineers (WDCSITE) [Annual Meeting](#) as part of a panel on bus technology November 18. The panel, organized by WSP and moderated by Corey Pitts of the Montgomery County Department of Transportation, also included panelists from Metro, Maryland Transit Administration and Prince George's County Department of Public Works and Transportation.

Topics of discussion included zero-emission buses and fare technology, which are both part of NVTC's Transit Technology program portfolio. Patricia shared findings from NVTC's work on zero-emission bus planning, including the Zero-Emission Bus Symposium we hosted in October and subsequent discussion held as part of the the November Commission meeting. These findings include the importance of strategic planning, engaging regional partners and leaders, partnering with utilities and identifying funding. Panelists also discussed planning for bus performance, charging infrastructure and utility resiliency planning. Additionally, the conversation emphasized the importance of regional coordination with local flexibility to realize economies of scale.

On fare technology, issues addressed by panelists included rear-door boarding, the impacts of COVID-19 on fare payment operations, mobile payments and equitable fare policies. Patricia shared conclusions of NVTC's recently released white paper [Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers](#). The document is designed to provide Commissioners and Northern Virginia's bus system decision-makers with policy and technical considerations for zero-fare and reduced fare transit service.



Patricia Happ (top right) listens to panelists

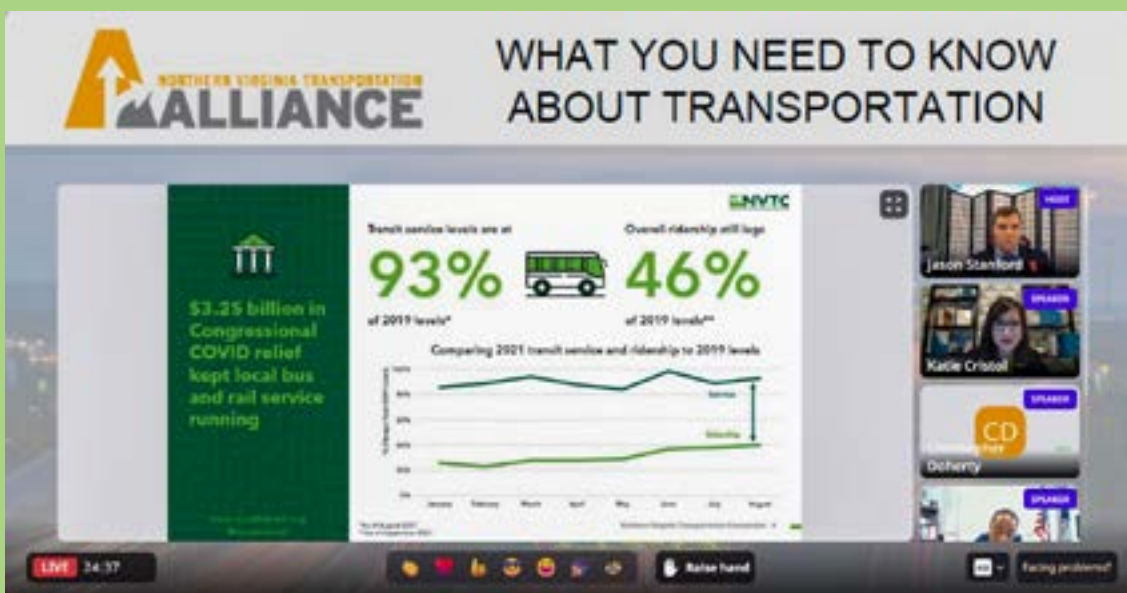
Talking transportation to emerging leaders

Executive Director Kate Mattice spoke to leadership professionals November 18 about how important of transit and transportation are to sustained economic growth in Northern Virginia. The panel was part of Economic Development Day for the [Leadership Arlington](#) Class of 2022. The organization cites its purpose “to transform a highly motivated group of individuals into a network of leaders with the knowledge and commitment to benefit our community.” I also took part in a challenge exercise where asked participants, given the uncertainty that still exists due to the COVID-19 pandemic, how should Northern Virginia approach transportation investments to meet these changing needs while still protecting the economic benefits of its transit network?



Chair Cristol talks transportation investment with business leaders

Chair Katie Cristol represented NVTC as part of the Northern Virginia Transportation Alliance’s 17th annual What You Need to Know About Transportation [webinar](#) October 28. Chair Cristol explained the work of NVTC and highlighted important milestones for transit, like establishing dedicating funding for Metro. She also pointed out the economic benefits of transit for Northern Virginia, calling it an investment, like education. Virginia Secretary of Transportation Shannon Valentine delivered the keynote address for the event and the other panelists included Phyllis Randall, Chair, Northern Virginia Transportation Authority, John Lynch, VDOT Northern Virginia District Administrator, Christopher Doherty, Corporate Affairs Director, I-66 Express Mobility Partners and Jeannette Chapman, Director, Stephen S. Fuller Institute.



APTA TRANSform convenes in Orlando

The week of November 8 Executive Director Kate Mattice attended the American Public Transportation Association (APTA) [TRANSform](#) Conference in Orlando. It was billed as the industry's premier showcase of technologies, products and services. It's also an opportunity to connect with transit professionals from across the country and to learn more about emerging best practices in the industry, especially during this time of pandemic recovery. The photos below show a few highlights from the gathering.



Metro Board reviews recent and future bus improvements

The Metro Board received an update on the region and Metro's progress on the strategy recommendations outlined in the [Bus Transformation Project](#) on November 18. Since the [Board](#) and [NVTC's](#) endorsements of the Bus Transformation Project's goals in early 2020, Metro and the region have accomplished the following:

Updated Metrobus Service Guidelines:

- Implemented free transfers between Metrobus and Metrorail
- Introduced Mobile Payment

- Started and funded a Bus Priority capital program at Metro

Bus Transformation Update

Bus Priority Progress in Region



Bus Lanes in DC



Bus Lanes in Silver Spring, MD



A Bus Priority Queue Jump Signal in DC



Metroway in Alexandria and Arlington, VA



Montgomery County's Flash BRT Service

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



Major next steps to advance Bus Transformation Project goals include:

- Launching a bus network redesign study
- Advancing Bus Priority efforts with jurisdictional partners in the areas of transit signal priority, queue jumps, all-door boarding and bus lane enforcement
- Including local transit providers in Metro's pass products
- Advancing Metro's zero-emission vehicle program

Warm welcome to Monique Blyther & best of luck to Dan Goldfarb

We are happy to introduce the newest member of our team, Monique Blyther. Monique is an award-winning video journalist and digital marketer who is passionate about storytelling and all things transportation. For the past four years Monique has served the region as a communications specialist for VDOT, Northern Virginia district and as Traffic Reporter for WTOP 103.5 FM. Now that she's made the switch to transit, Monique will be leading NVTC's visual communications and engagement initiatives and expanding the use of video and digital tools in support of our mission.



After 6 years at NVTC, Dan Goldfarb left NVTC to delve deeper into his passion, travel demand forecasting. Dan has been a wonderful member of the NVTC family and we will greatly miss his professional dedication and his wonderful sense of humor that can bring a smile to anyone's face on the most chaotic and stressful of days. We wish Dan the best of luck in his new professional pursuits and we hope to continue seeing him on VRE's Holiday Train for years to come!

Metro Board reviews ridership and revenue outlook

The Metro Board's Finance and Capital Committee received an update on Metro's FY 2023 Ridership and Revenue [Outlook](#) October 28. Staff presented ridership scenarios for the next three fiscal years, FY 2023 to FY 2025. They estimate gradual ridership recovery that achieves anywhere from 75% to 100% of pre-pandemic ridership by FY 2025. The primary factors for ridership recovery are vaccine acceptance, the economy, telework, traffic, service and fares.

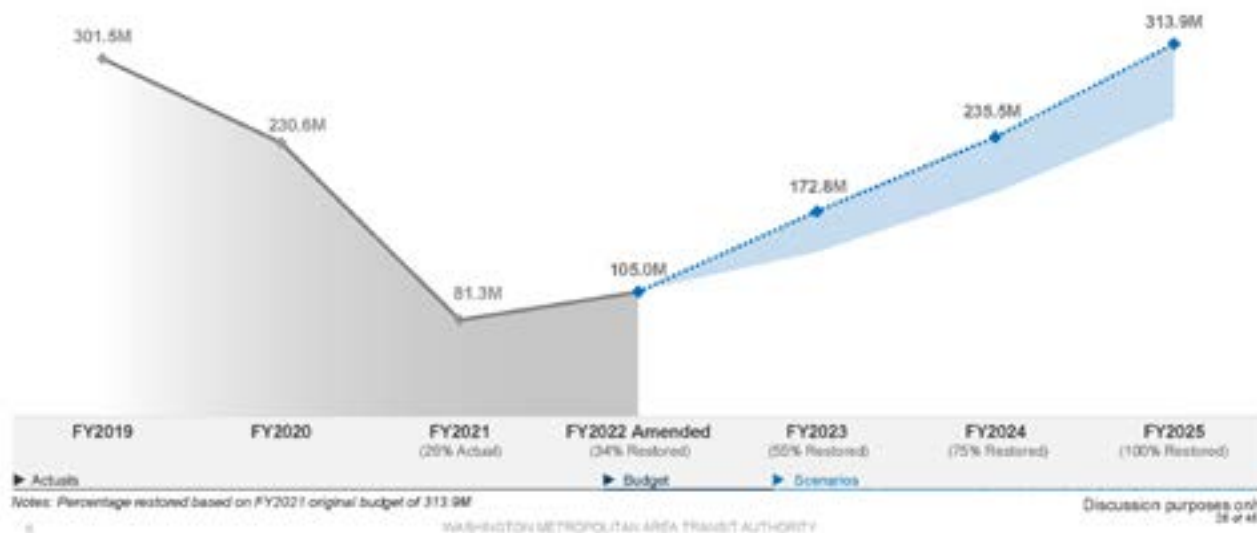
Ridership Outlook

Slower Vaccine Acceptance, Economy, Telework, Traffic, Service and Fares Will Drive Ridership



Ridership Outlook

Broader Vaccine Acceptance, Economy, Telework, Traffic, Service and Fares Will Drive Ridership



NVTC AND PRTC PRESENT

ANNUAL LEGISLATIVE BRIEFING

Join transit leaders and special guests for an in-person overview of federal and state issues affecting transit in Northern Virginia

RSVP NOW!

8:30 a.m. - 11 a.m.
Monday, December 6, 2021
Embassy Suites by Hilton
8100 Loisdale Rd, Springfield, VA
Email tenleyohara@novatransit.org to RSVP



KEYNOTE SPEAKER

*Under Secretary of Transportation for Policy
U.S. Department of Transportation
Carlos Monje*

SPECIAL GUEST SPEAKER

*Secretary of Transportation
Commonwealth of Virginia
Shannon Valentine*



REGIONAL TRANSIT LEADERS

Paul Smedberg
Metro Board of Directors Chairman
Rich Dalton
VRE Chief Executive Officer
Bob Schneider
PRTC Executive Director
Kate Mattice
NVTC Executive Director

