

NVTC Commission Meeting

May 6, 2021

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



KATIE CRISTOL
NVTC CHAIR
ARLINGTON COUNTY

NVTC May 2021 Meeting Agenda

1. Opening Remarks
2. Consent Agenda
 - Resolution #2442: Finding Need to Conduct May 6, 2021 Meeting Electronically
 - Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code
3. Approve the Minutes
4. Commuter Choice
 - Resolution #2443: Authorize the Executive Director to Execute the Third Amended and Restated Transform66: Inside the Beltway Project MOA
5. NVTC FY 2022 General and Administrative Budget and Work Plan
6. WMATA
7. Federal Legislative Update
8. Transit Resource Center
9. Virginia Railway Express
 - Resolution #2444: Authorize the VRE CEO to Execute the Amended and Restated Operating/Access Agreement and Master Lease Agreements with CSX Transportation
10. Department of Rail and Public Transportation
11. Executive Director Report
12. Closed Session

2. Consent Agenda

- A. Approve Resolution #2442: Finding Need to Conduct May 6, 2021 Meeting Electronically
- B. Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code

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

3. Approve Minutes

- Approve the Meeting Minutes from the March 4, 2021 Commission Meeting



KATIE CRISTOL
NVTC CHAIR
ARLINGTON COUNTY

4. Commuter Choice Program



- A. ACTION ITEM: Approve Resolution #2443: Authorize the Executive Director to Execute the Third Amended and Restated Transform66: Inside the Beltway Project MOA
- B. Report on the Joint Commission Working Group and the Program Advisory Committee
- C. Presentation on I-395/95 Round Two Scoring and Staff Recommendation for a Program of Projects

4. Commuter Choice Program

- A. ACTION ITEM: Approve Resolution #2443: Authorize the Executive Director to Execute the Third Amended and Restated Transform66: Inside the Beltway Project MOA

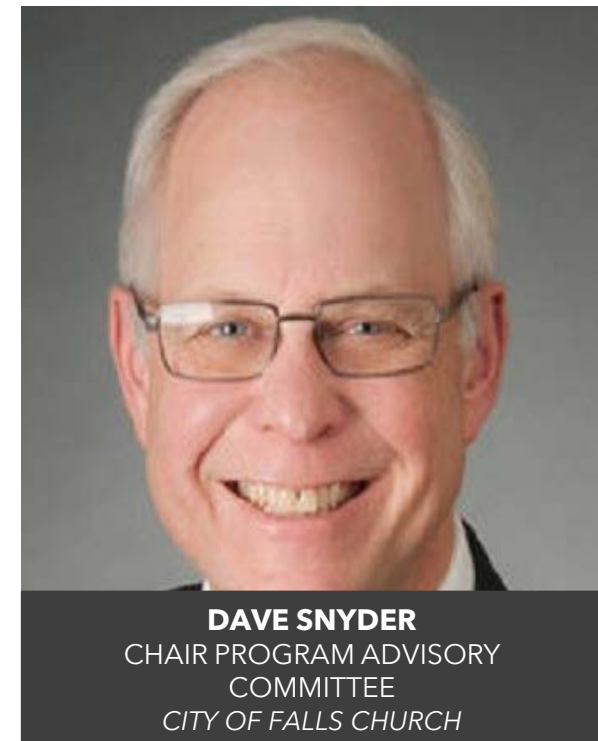
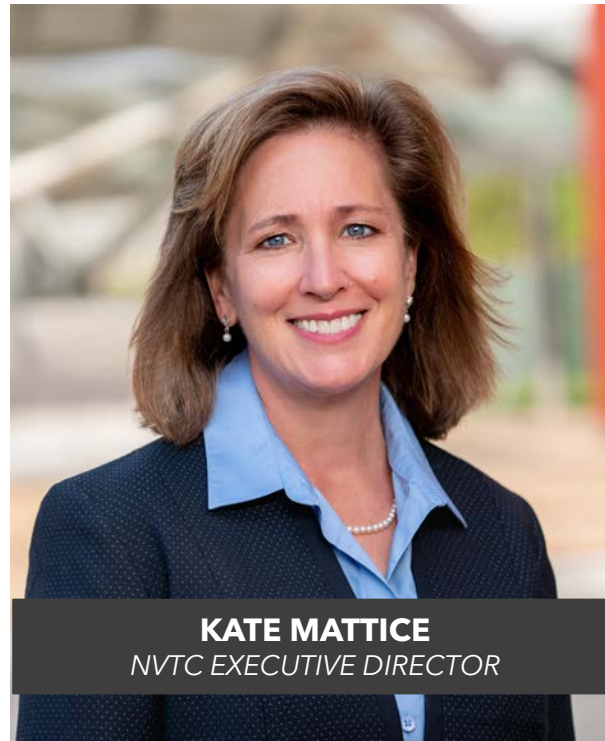


JENNIFER MITCHELL

*DIRECTOR, VIRGINIA DEPARTMENT OF
RAIL AND PUBLIC TRANSPORTATION*

4. Commuter Choice Program

B. Report on the Joint Commission Working Group and the Program Advisory Committee



4. Commuter Choice Program

- C. Presentation on I-395/95 Round Two Scoring and Staff Recommendation for a Program of Projects



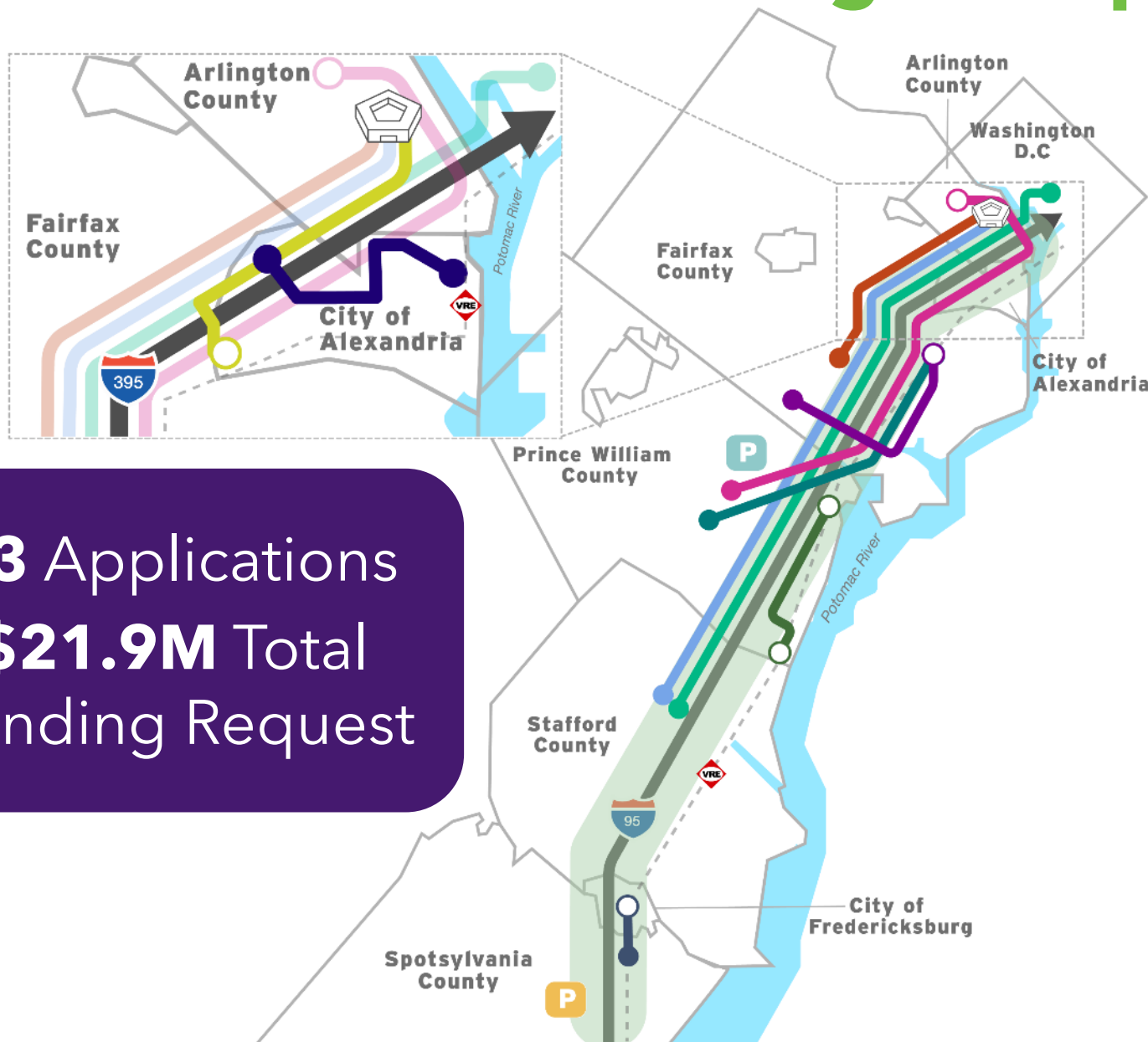
BEN OWEN

NVTC COMMUTER CHOICE
SENIOR PROGRAM MANAGER

I-395/95 Round Two Eligible Applications



13 Applications
\$21.9M Total
Funding Request



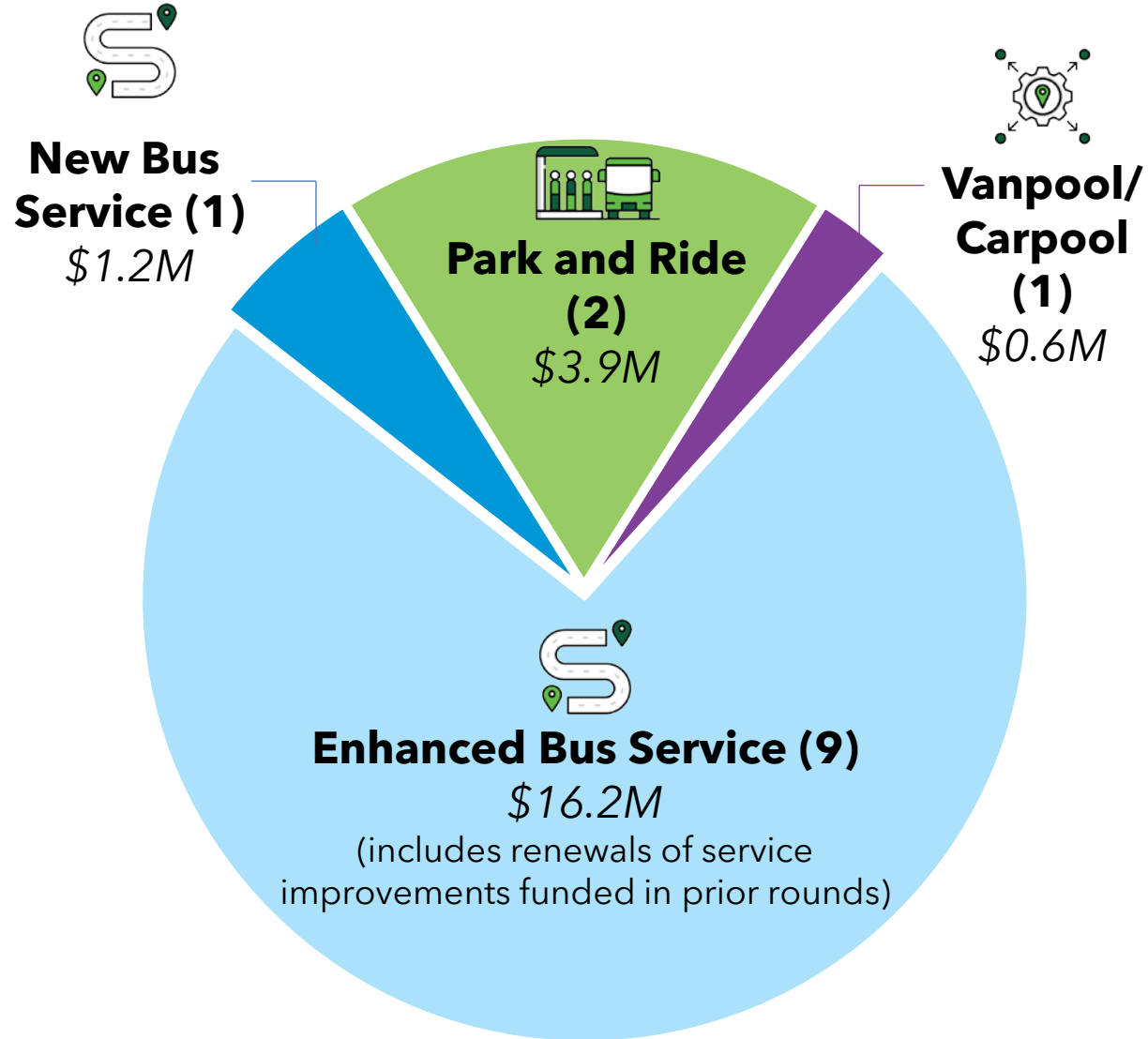
Legend

* = Renewal of New or Expanded Bus service

- DASH Enhanced Bus Service Van Dorn Metro to Pentagon
 - DASH Enhanced Bus Service Mark Center to Potomac Yard
 - Fairfax Connector Backlick North to Pentagon*
 - Fairfax Connector Enhanced Bus Service Lorton to Franconia
 - OmniRide Staffordboro to Pentagon*
 - OmniRide Staffordboro to Downtown D.C.*
 - P Prince William County Horner Road Park + Ride Lot Expansion
 - OmniRide Dale City to Ballston Expanded Service*
 - OmniRide Route 1 Local Expanded Service*
 - OmniRide Prince William Metro Express Expanded Service*
 - OmniRide TDM Strategy – I-395/95 Corridor Vanpool Incentives
 - FRED Transit New Bus Service Route 208 Park and Ride to Fredericksburg VRE
 - P Spotsylvania County New Park + Ride Lot in Massaponax
-
- Pentagon Transit Center
 - Bus to Rail Transit Connection
 - I-95/I-395
 - VRE - Virginia Railway Express

Published March 2021 • Maps created from various sources by NVTC

I-395/95 Round Two Eligible Applications



NVTC Jurisdictions and Transit Providers:

4 Applications

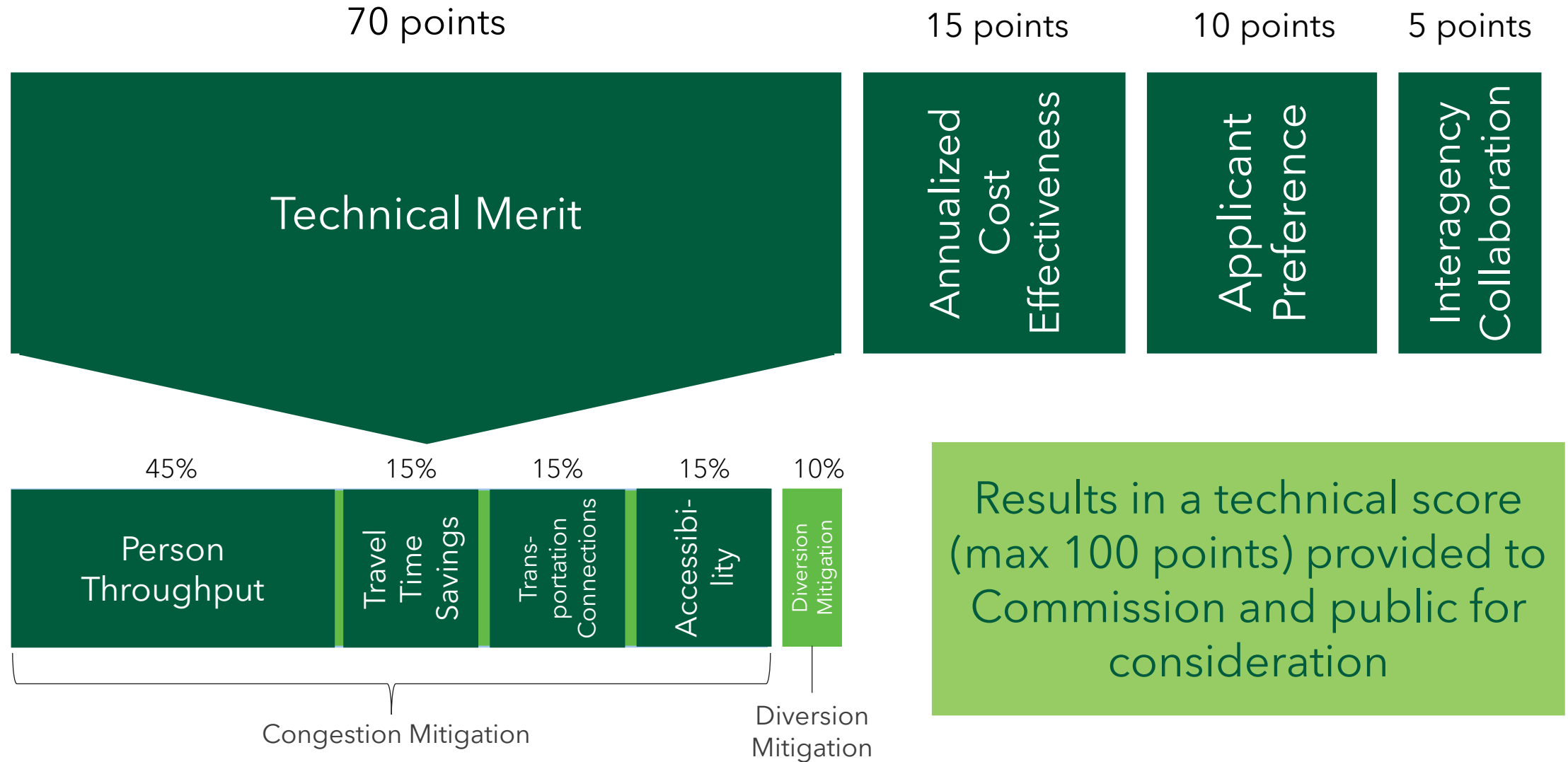
\$13.3M Total Funding Request

PRTC Jurisdictions and Transit Providers:

9 Applications

\$8.6M Total Funding Request

Technical Evaluation Process



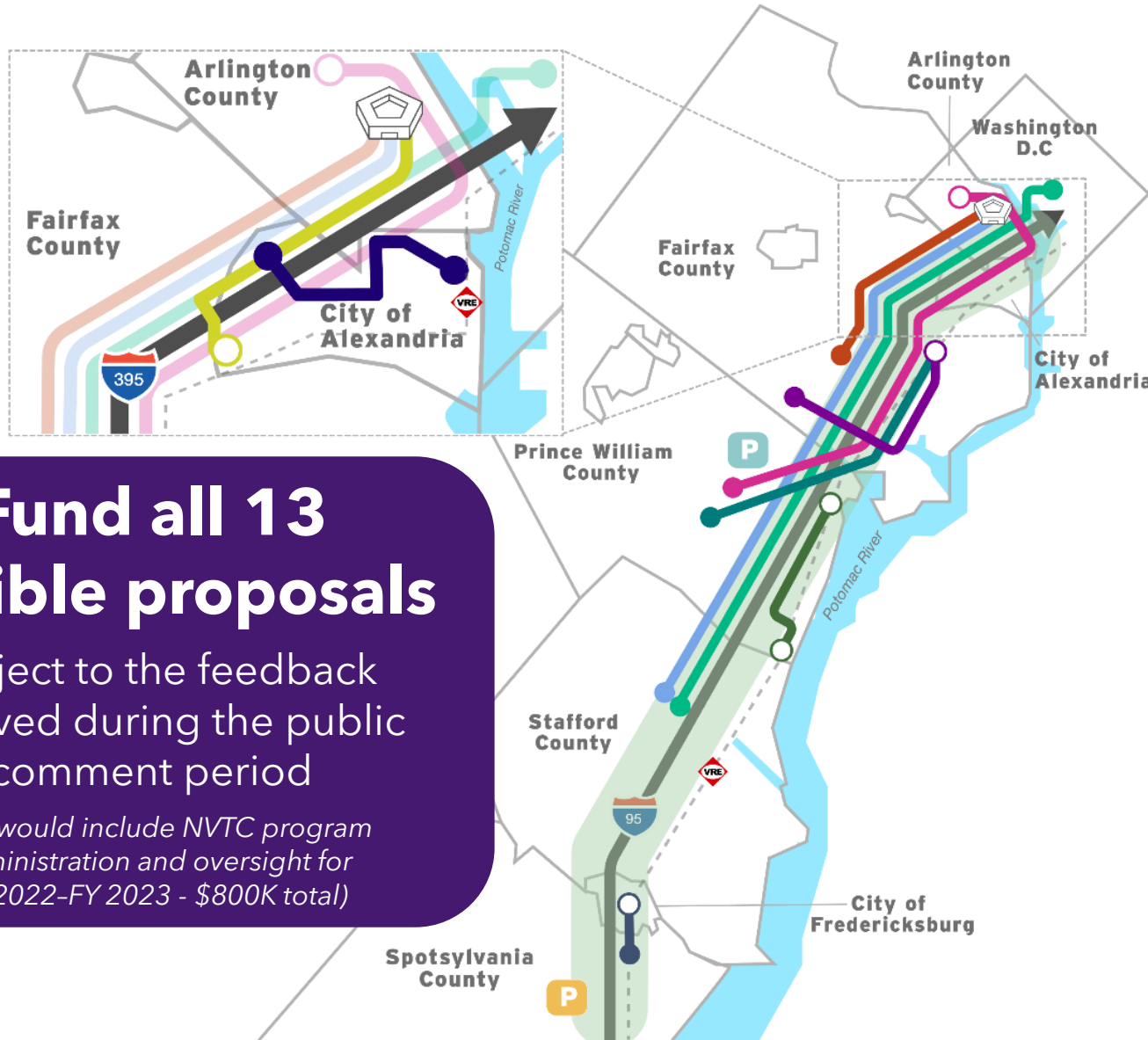
Technical Evaluation Results



REF. #	Applicant	I-395/95 Round Two (FY 2022-FY 2023) Application Title	Application Score (100 Points)	Funding Request
1	OmniRide	Renewal of Enhanced Bus Service from Dale City to Ballston	86	\$291,831
2	Spotsylvania County	New Park and Ride Lot in Massaponax	77	\$1,100,000
3	Fairfax County	Renewal of Route 396 Express Bus Service: Backlick North Park and Ride to Pentagon	71	\$1,386,000
4	OmniRide	Renewal of Bus Service from Staffordboro to the Pentagon	71	\$704,773
5	OmniRide	Renewal of Bus Service from Staffordboro to Downtown D.C.	71	\$968,308
6	DASH	Enhanced Bus Service from Van Dorn Metro to the Pentagon	66	\$5,734,000
7	OmniRide	Renewal of Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	66	\$541,169
8	OmniRide	Renewal of Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	66	\$434,776
9	FRED Transit	New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE	64	\$1,218,800
10	DASH	Enhanced Bus Service from Mark Center to Potomac Yard	56	\$3,650,000
11	OmniRide	TDM Strategy-- I-395/95 Corridor Vanpool Monthly Incentive	55	\$604,800
12	Fairfax County	Enhanced Bus Service for Route 371: Lorton to Franconia - Springfield Metro Station	51	\$2,496,529
13	Prince William County	Horner Road Park and Ride Lot Expansion	49	\$2,800,000

Staff-Recommended Programming Approach

Endorsed by the NVTC-PRTC Joint Commission Working Group



Fund all 13 eligible proposals

subject to the feedback received during the public comment period

(also would include NVTC program administration and oversight for FY 2022-FY 2023 - \$800K total)

Legend

* = Renewal of New or Expanded Bus service

- DASH Enhanced Bus Service Van Dorn Metro to Pentagon
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Pentagon Transit Center



Bus to Rail Transit Connection



I-95/I-395



VRE - Virginia Railway Express



Published March 2021 • Maps created from various sources by NVTC

I-395/95 Round Two Next Steps



Feb.

- **Eligibility Review** of all submitted applications. Any applicants with ineligible applications will be notified by the end of the month. - *COMPLETE*

Mar.

- **Update to the Commissions** on the set of eligible applications. - *COMPLETE*
- **Technical Evaluation** (scoring) of all eligible applications per the process approved by the Commissions in Nov. 2020. - *COMPLETE*

Apr.

- **Meeting of the Joint Commission Working Group** to review the technical evaluation results and identify a project prioritization approach. - *COMPLETE*
- **Virtual Town Hall meeting** on Apr. 28, 6:30 p.m., as part of the public comment period (opened on the 16th). - *COMPLETE*

May

- **Public Comment Closes** on May 17.
- **Briefings to the Commissions (May 6) and Commonwealth Transportation Board (May 18)** on the projects under consideration for funding.

Jun.

- **Program Adoption by the Commissions (June 3) and Commonwealth Transportation Board (mid-month).**
- **Distribution of Standard Project Agreements** for selected projects.

5. NVTC's FY 2022 General and Administrative Budget and 2021 Work Plan

- Proposed FY 2022 G&A Budget
- Proposed 2021-2022 NVTC Work Plan



KATE MATTICE

NVTC EXECUTIVE DIRECTOR



SCOTT KALKWARF

*NVTC DIRECTOR OF FINANCE AND
ADMINISTRATION*

FY 2022 G&A Budget – Proposed Approach



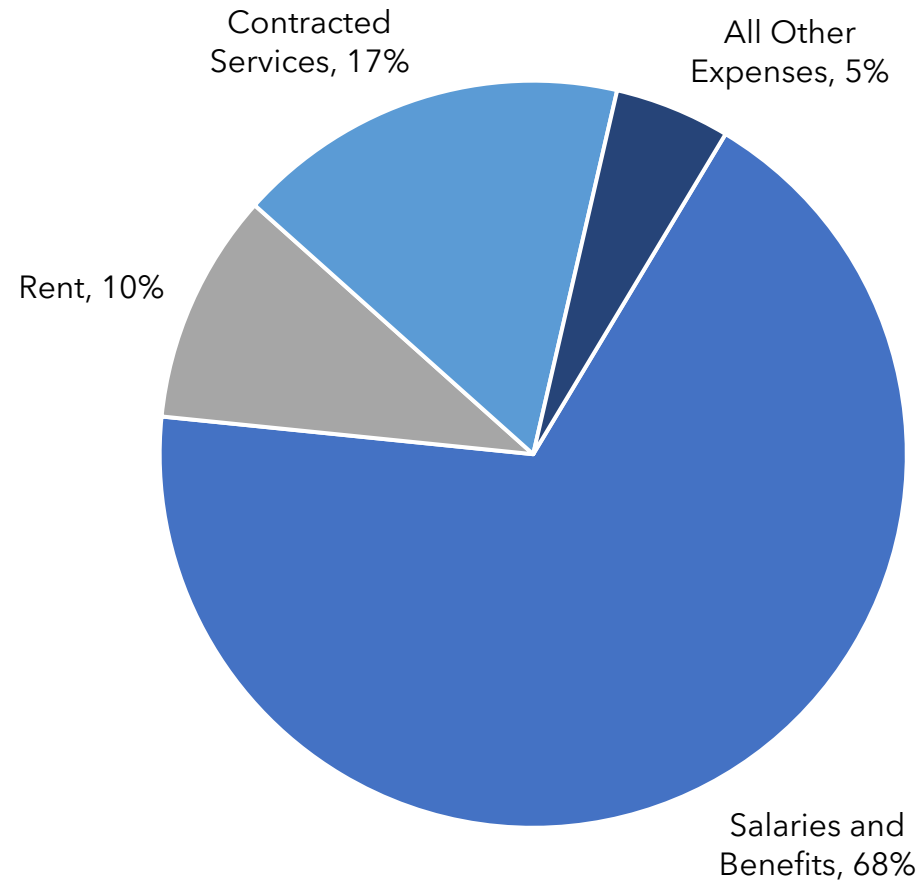
Maintain near zero growth in G&A budget while covering fixed cost obligations and supporting strong professional staff.

- ✓ 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 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

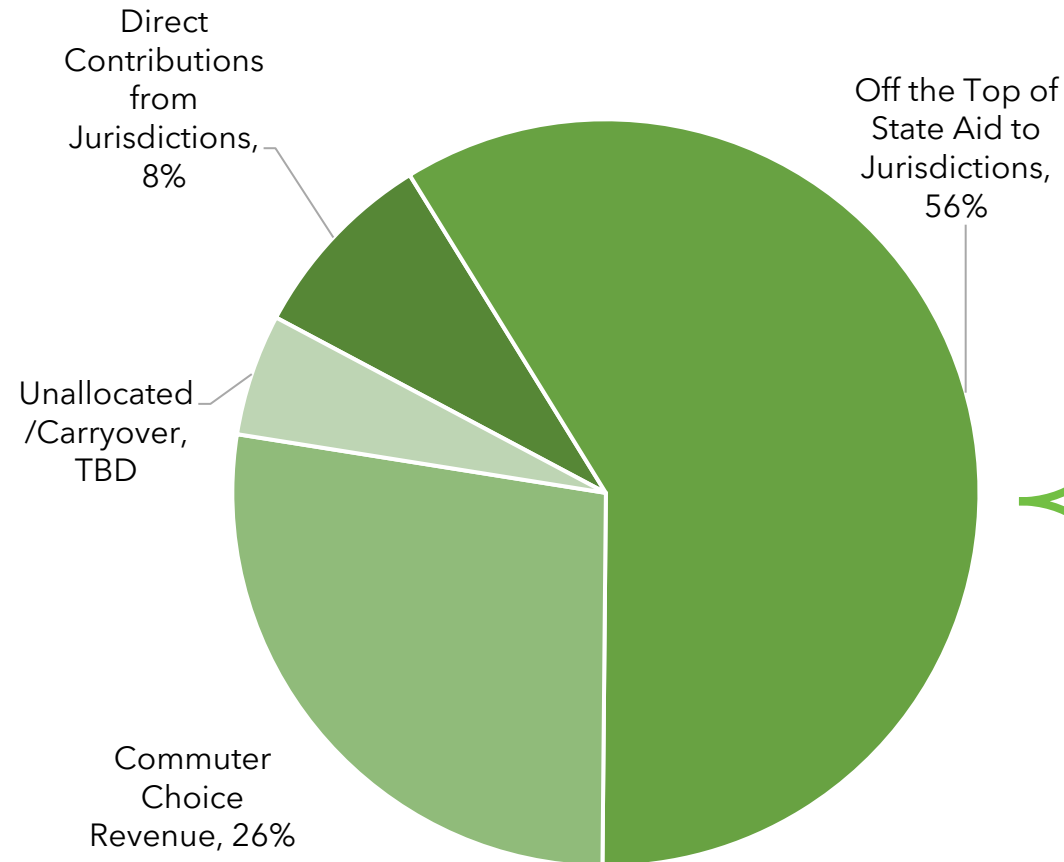
NVTC Budget Cost Drivers



- ✓ **Financial management** of gas tax, toll revenues, state aid and federal grant funding
- ✓ **Program management** of Commuter Choice, WMATA Oversight
- ✓ **Technical 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 8%** comes directly **from jurisdictional budgets** (fixed total value for >10 years)
- ✓ In FY 2021, NVTC managed \$205M 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
- ✓ **Unallocated/Carryover varies** from year to year, depending on staff turnover and other budget surpluses

FY 2022 NVTC Source Revenue Outlook

1. Direct Contributions from Jurisdictions (\$284,247)

- ✓ Unchanged: approved in October 2021

2. DRPT State Aid (\$2,359,253)

- ✓ Increasing: FY 2022 Proposed DRPT State Aid to NVTC Jurisdictions expected to increase 13% to \$232M
 - Excludes additional \$10M identified in FY 2022 State Biennial Budget

3. Interest and Other Revenue (\$10,000)

- ✓ Decreasing: Slight decrease from FY 2021 (routinely varies depending on cash flow)

4. Program Chargebacks

- ✓ **Commuter Choice** (\$960,000)
 - Increasing: I-66 ITB FY 2022 revenue expected to be >\$5 million (conservative)
 - Increasing: I-395/95 FY 2022 revenue expected to be \$15.8M
- ✓ **Virginia Railway Express** (\$80,000)
 - Unchanged: commitment to support subsidy survey, financial management

5. Unallocated carryover (\$100,000)

- ✓ Increased: used to reduce increases on other revenue sources



Proposed FY 2022 G&A Budget

Budget Category	Approved FY 21 Budget	Proposed FY 22 Budget	Increase (Decrease)	Percent Change
Salaries and Wages	\$2,041,700	\$2,102,700	\$61,000	3%
Benefits and Other Payroll Costs	\$512,600	520,400	7,800	2%
Administrative Costs	\$550,700	566,700	16,000	3%
<i>Commissioners Per Diem</i>	14,600	14,500		-1%
<i>Rent</i>	393,400	408,200		4%
<i>Insurance</i>	6,800	7,400		9%
<i>Travel, Training and Meetings</i>	44,600	44,000		-1%
<i>Telephone, Data and Postage</i>	15,500	16,000		3%
<i>Publications and Supplies</i>	28,700	28,900		1%
<i>Computer Operations and Equipment</i>	37,500	37,700		1%
<i>Other General and Administrative</i>	9,600	10,000		4%
Contract Services	658,500	643,700	(14,800)	-2%
Total FY 2022 G&A Budget	\$3,763,500	\$3,833,500	\$70,000	2%

DISCUSSION DRAFT

NVTC 2021-2022 Work Plan - Deliverables and Actions

Commuter Choice

- I-395/95 Round Two Selections
- I-66 Round Four Supplement + Round Five Call for Projects
- Corridor Transit Analyses
- Annual Reports to CTB

NVTC Oversight of WMATA

- Annual Report on the Performance and Condition of WMATA
- Supplemental Report from the 3% Cap Working Group
- WMATA budget letters and testimony, when appropriate

Transit Technology

- 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
- Updated Regional Bus Assessment
- TBEST Analysis Reports
- Route 7 BRT Phase VI Analysis Contract Award

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 marketing campaign

Financial Analysis and Reporting

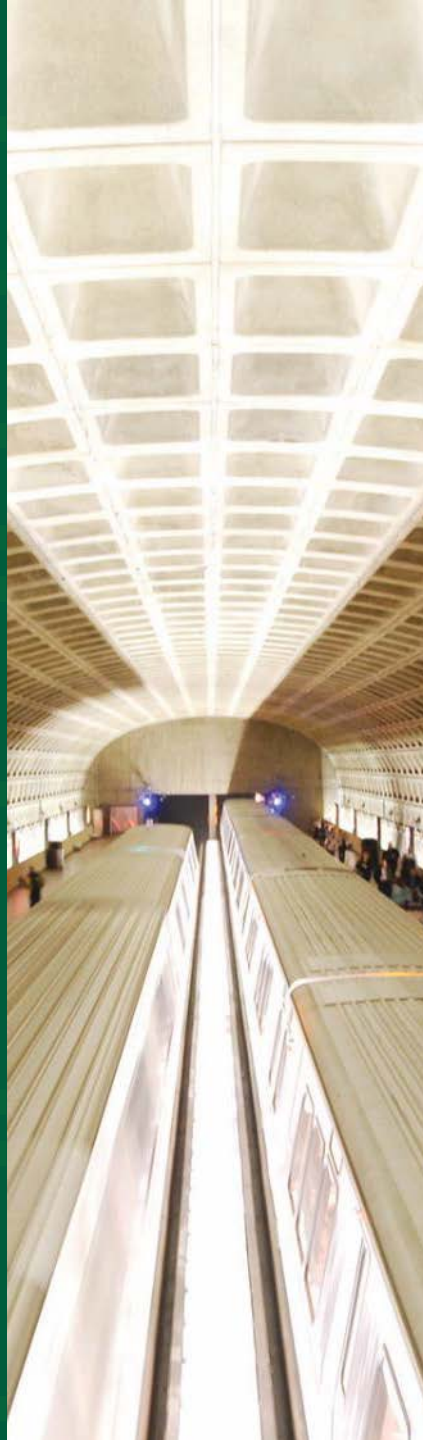
- Administer annual WMATA subsidy and local transit funding
- Annual allocation of regional gas tax
- Financial projections and analysis
- DRPT grant applications and grant agreements
- Commuter Choice reimbursements
- Annual updates to SAM formula
- Federal grant management and reporting
- Title VI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



6. WMATA

- A. WMATA COVID-19 Response
- B. Report from the Virginia WMATA Board Members
- C. Other WMATA News



PAUL SMEDBERG

COMMONWEALTH APPOINTEE TO
THE WMATA BOARD OF
DIRECTORS



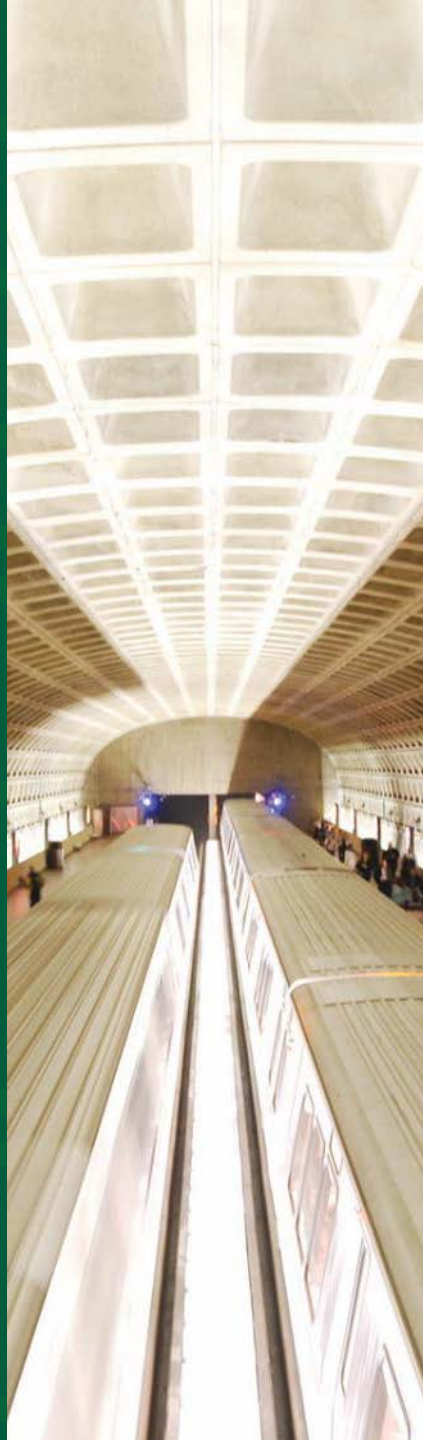
MATT LETOURNEAU

NVTC APPOINTEE TO
THE WMATA BOARD OF DIRECTORS
LOUDOUN COUNTY



CANEK AGUIRRE

NVTC VICE CHAIR
NVTC WMATA COMMITTEE CHAIR
CITY OF ALEXANDRIA



6. WMATA (continued)

D. Report from the Chair of the NVTC WMATA Committee

- Next NVTC WMATA Committee Meeting: May 20, 2021

7. Federal Legislative Update



ZACHARY SMITH
PROGRAM ANALYST



8. Transit Resource Center

- Reintroduction to NVTC's Analysis Efforts
- Envision Route 7 BRT
- Data and Research Analysis: Current Trends



KATE MATTICE
NVTC EXECUTIVE DIRECTOR



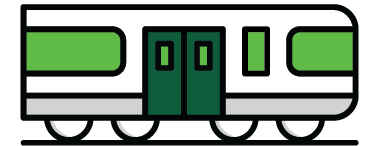
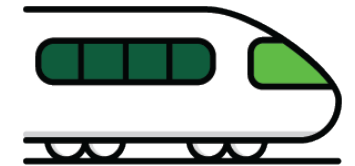
DAN GOLDFARB, PE, PTP
TRANSIT RESOURCE CENTER
PROGRAM MANAGER

Transit Resource Center Mission

What is the Transit Resource Center?

The Transit Resource Center provides technical assistance to member jurisdictions; collects, analyzes, and reports data from all NVTC's programs; manages the Envision Route 7 Bus Rapid Transit (BRT) project; and supports coordination with other regional transportation organizations.

- National Transit Database (NTD)
- Transit Boarding Estimation and Simulation Tool (TBEST)
- Transit Data Compilation and Quarterly Reports
- Special Studies and Research



Envision Route 7



Bus Rapid Transit (BRT)

- Connects the Mark Center in Alexandria to Tysons via Bailey's Crossroad, Seven Corners, and Falls Church.
- Connects to Metrorail and West End Transitway (Alexandria)
- Reduces corridor transit travel time by 50%
- Approximately 7,000 new daily transit, 66% of which are for shopping and recreation
- 20% increase in pedestrian access to transit



Envision Route 7

Project Phases

- Phase I - Mode Feasibility
- Phase II - Termini, Alignment and Mode
- Phase III - Conceptual Design
- **Phase IV - Mobility Study**
- Phase V - Environmental Assessment
- Phase VI - Design
- Phase VII - Construction



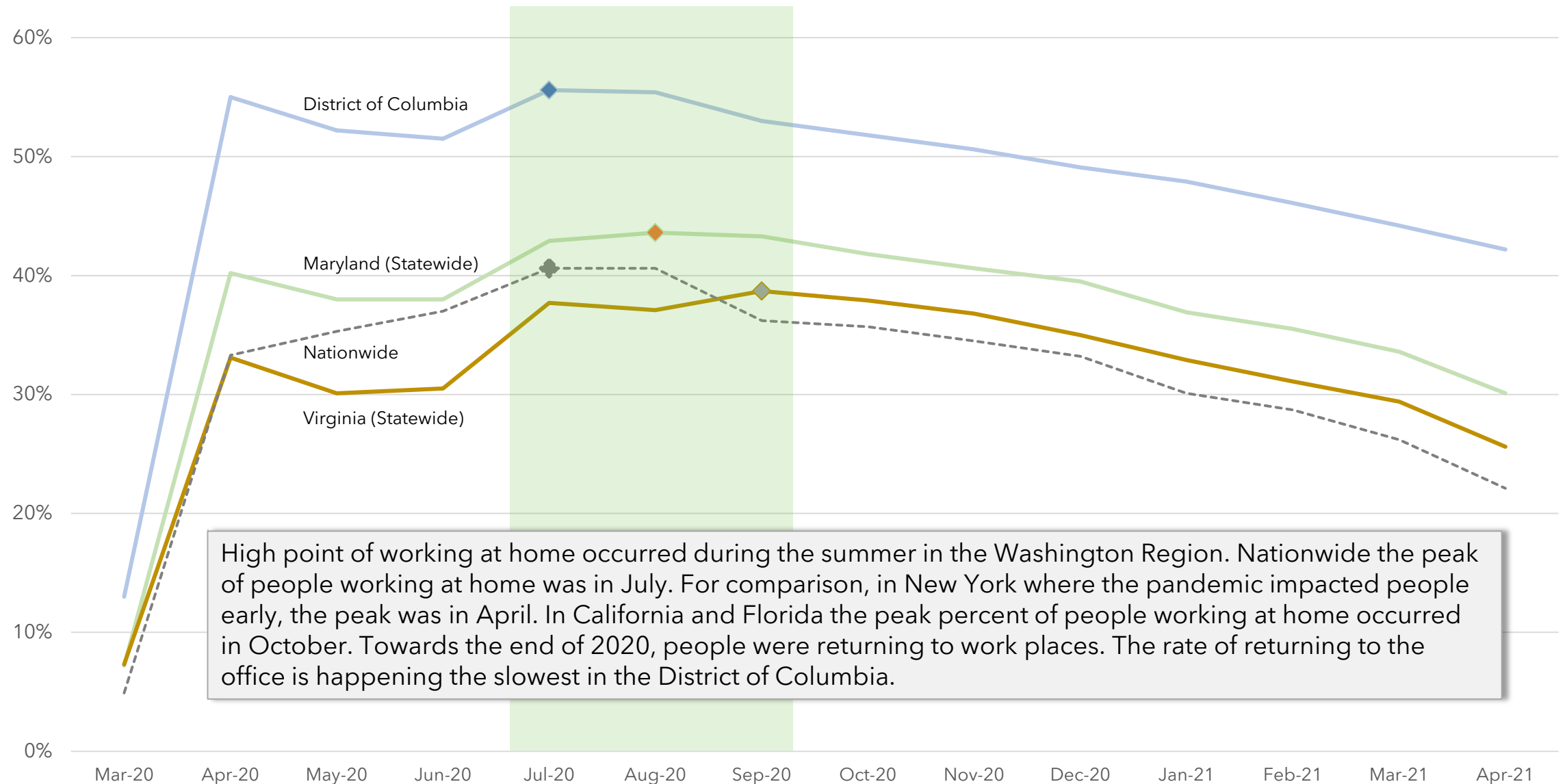
Phases I through III Completed; Phase IV begins Fall 2021

Data and Research Analysis

NVTC is a repository for a growing amount of valuable transit data (ridership, parking utilization, etc.) and uses the data to support research and analytical efforts for NVTC programs.



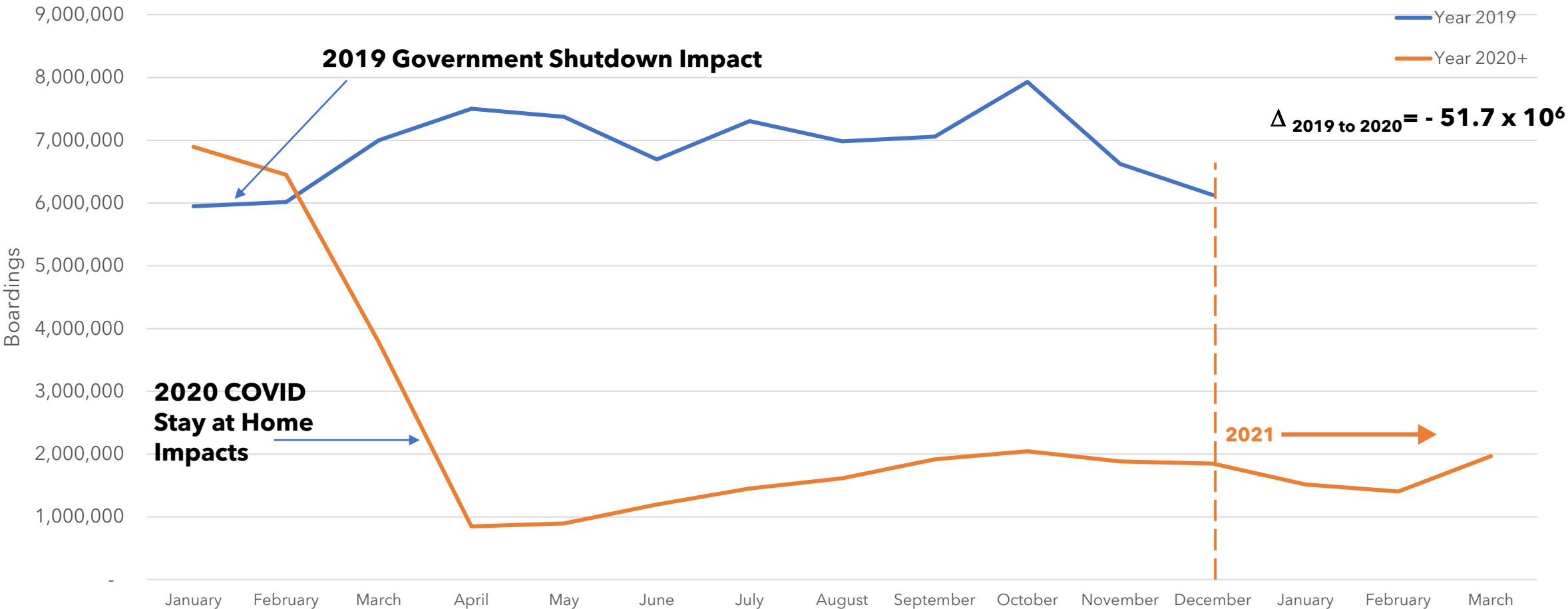
Share of Employees Working from Home



2020 COVID-19 Transit Impacts

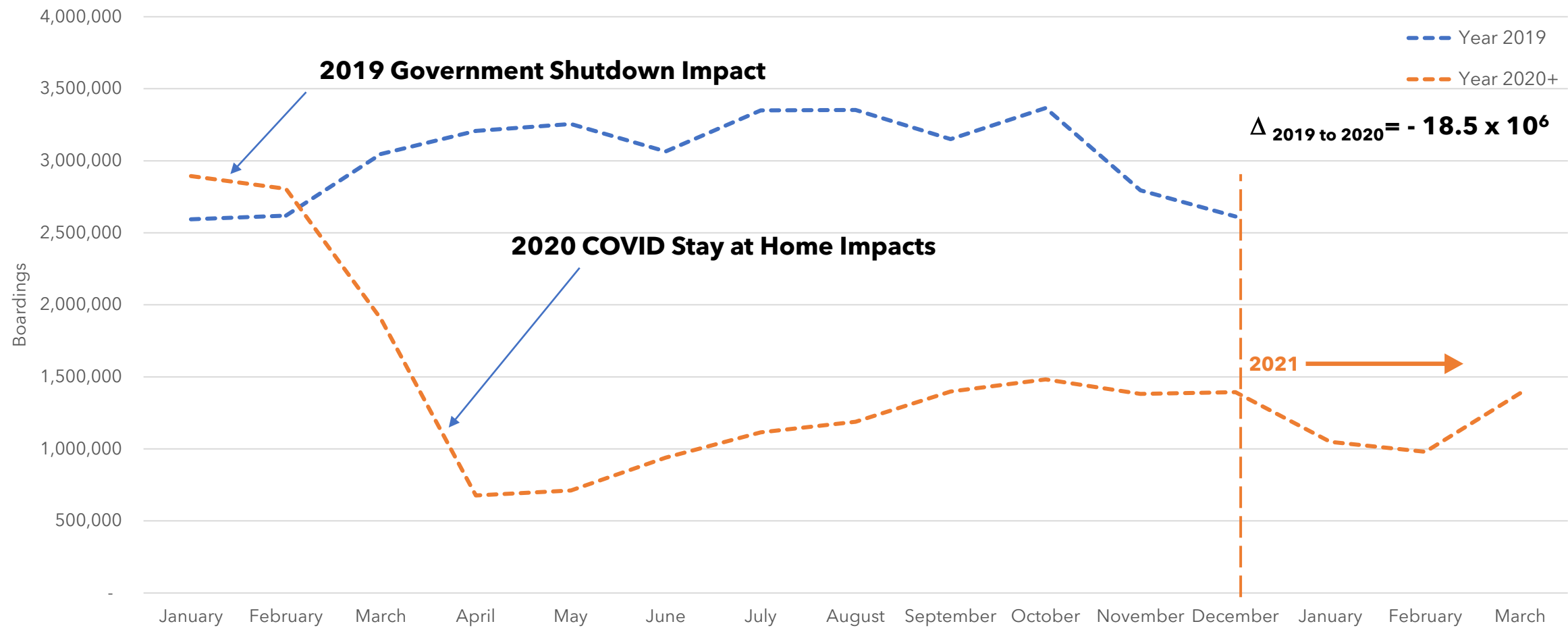
- Transit boardings in Northern Virginia decreased 44% from January 2020 to May 2020 as compared to the same period in the previous year 2019.
- Comparing ridership during the key COVID impacted months of April 2020 and May 2020, boardings show an 88% decrease for transit in Northern Virginia as compared to the same period in 2019.
- For April 2020 and May 2020 bus boardings decreased 79% from the same period in year 2019.
- For April 2020 and May 2020 Metro station entries decreased 96% from the same period in year 2019.
- VRE ridership decreased 98% for during the peak of the pandemic in 2020.

Northern Virginia Monthly Total Transit Boardings (All Transit Systems)



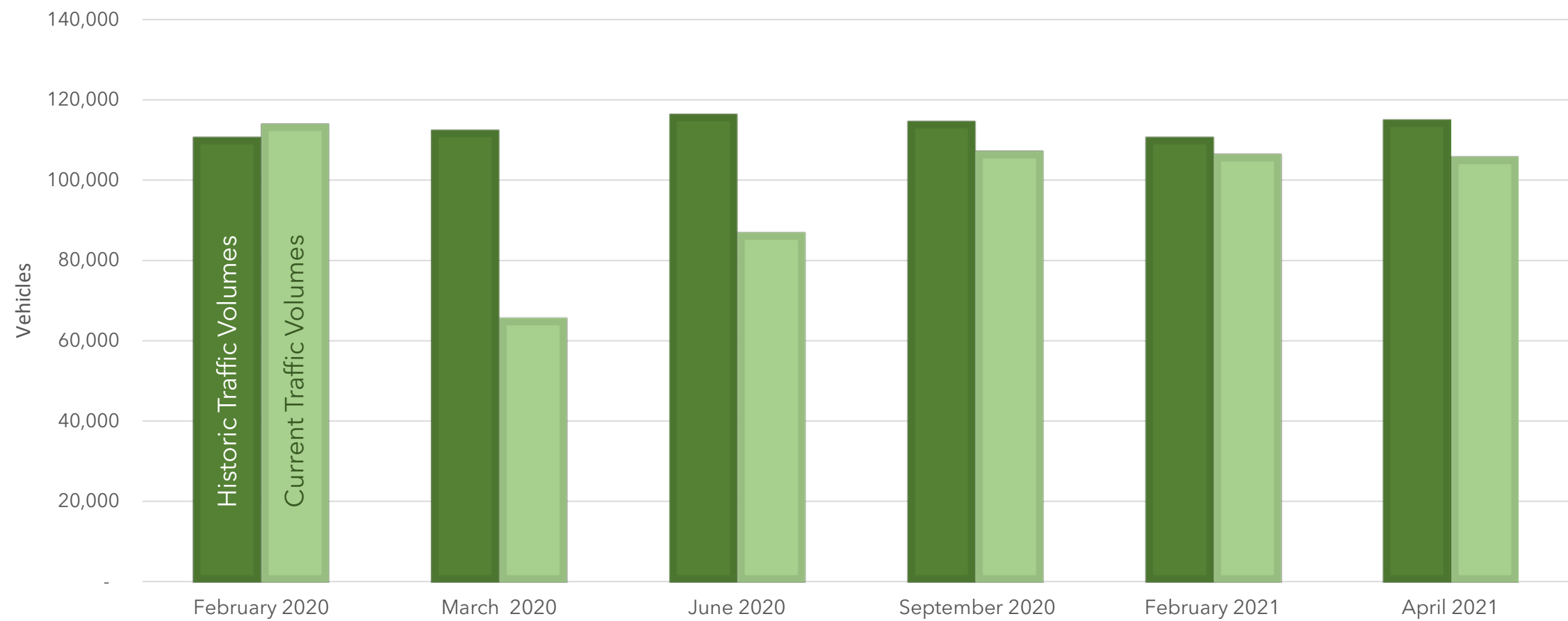
In the beginning of 2020, transit ridership was up 16% from the previous year, with rail modes up 20% and bus up 16%. By the end of the year transit was down 70%, with rail down 87% and bus down 47%. Commuters still make up the majority of transit trips, and these trips tend to be longer than non-commute trips. As people return to the office, transit demand is expected to increase.

Northern Virginia Monthly Total Bus Transit Boardings



In the beginning of 2020, weekday and weekend average bus ridership was up approximately 7% over the previous year. In April and May average bus ridership was down approximately 70%. By the end of year weekday average ridership was down 51%, but weekend ridership was down approximately 20%. The majority of transit ridership loss is due to teleworking. Transit dependent households still must depend on the bus for their mobility.

Sample Traffic Volume Changes: Average Weekday I-495 (Inner Loop) Traffic



Daily traffic volumes were slightly greater than historic data in the beginning of 2020. As stay at home orders impacted travel, traffic decreased by 42% on the Beltway. Recent traffic count data on the Beltway shows less than a 10% decrease to historic volumes. When looking at non-interstate traffic volumes in Northern Virginia, the difference in the morning peak period compared to historic data shows a 23% decrease. When looking at the midday volumes the decrease is less than 5%. As activity levels return to pre-pandemic levels, highway demand would be expected to increase first with transit demand following.

Near-term outlook for NOVA transit

- Recent monthly data shows an uptick in transit.
- Operators are starting to increase service levels.
- Commuter trips will continue to have the greatest impact on overall regional transit demand.
- In Northern Virginia, teleworking has a greater impact on rail ridership.
- Bus ridership has been less impacted by teleworking than rail ridership.
- Bus was and continues to be a key mode for many frontline workers.



ELIZABETH BENNETT-PARKER
CHAIR
VRE OPERATIONS BOARD



RICH DALTON
CHIEF EXECUTIVE OFFICER
VIRGINIA RAILWAY EXPRESS

9. Virginia Railway Express

- A. VRE COVID-19 Response
- B. VRE CEO Report and Minutes
- C. Resolution 2444: Authorize the VRE CEO to Execute the Amended and Restated Operating/Access Agreement and Master Lease Agreements with CSX Transportation





JENNIFER MITCHELL

*DIRECTOR, VIRGINIA
DEPARTMENT OF RAIL AND
PUBLIC TRANSPORTATION*



JENNIFER DEBRUHL

*CHIEF, TRANSIT PROGRAMS
DRPT*

10. Department of Rail and Public Transportation

- A. DRPT Monthly Report
- B. Presentation on the Springfield to Quantico Enhanced Public Transportation Study



Virginia Department of Rail and Public Transportation

Springfield to Quantico Enhanced Public Transportation Feasibility Study

PRTC/NVTC Meetings

May 6, 2021



Virginia Department of Rail and Public Transportation

Study Background

- Virginia General Assembly approved a 2020 budget amendment directing DRPT to conduct a feasibility study :

"F. The Department of Rail and Public Transportation, in cooperation with Fairfax and Prince William counties, shall evaluate enhanced public transportation services from the Franconia-Springfield Metro Station to Fort Belvoir, Lorton, Potomac Mills, and Marine Corps Base Quantico in Prince William County, including the cost and feasibility of extending the Blue Line and other multimodal options such as bus rapid transit along Interstate 95 and U.S. Route 1. The Director of the Department of Rail and Public Transportation shall submit a report of its findings to the Chairs of the House Appropriations Committee and the Senate Finance and Appropriations Committee by December 1, 2021."

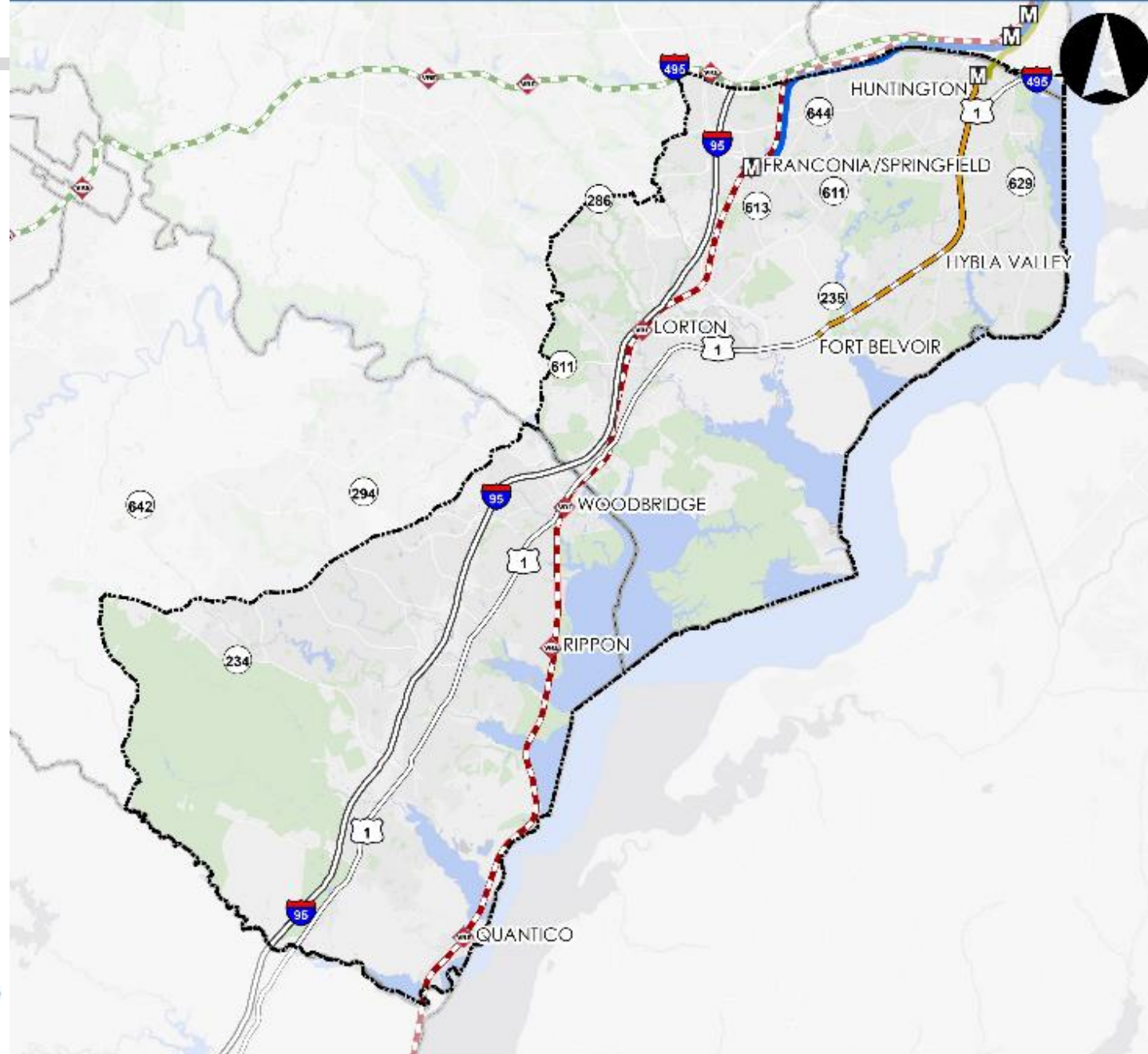
- Study must be completed by December 1, 2021
- A range of multimodal transit investments will be evaluated

Study Outcomes

Comprehensive, objective evaluation of a range of potential future enhanced transit alternatives that compares the cost, benefits, and impacts of each option to inform recommendations about future investment in the corridor.



STUDY AREA

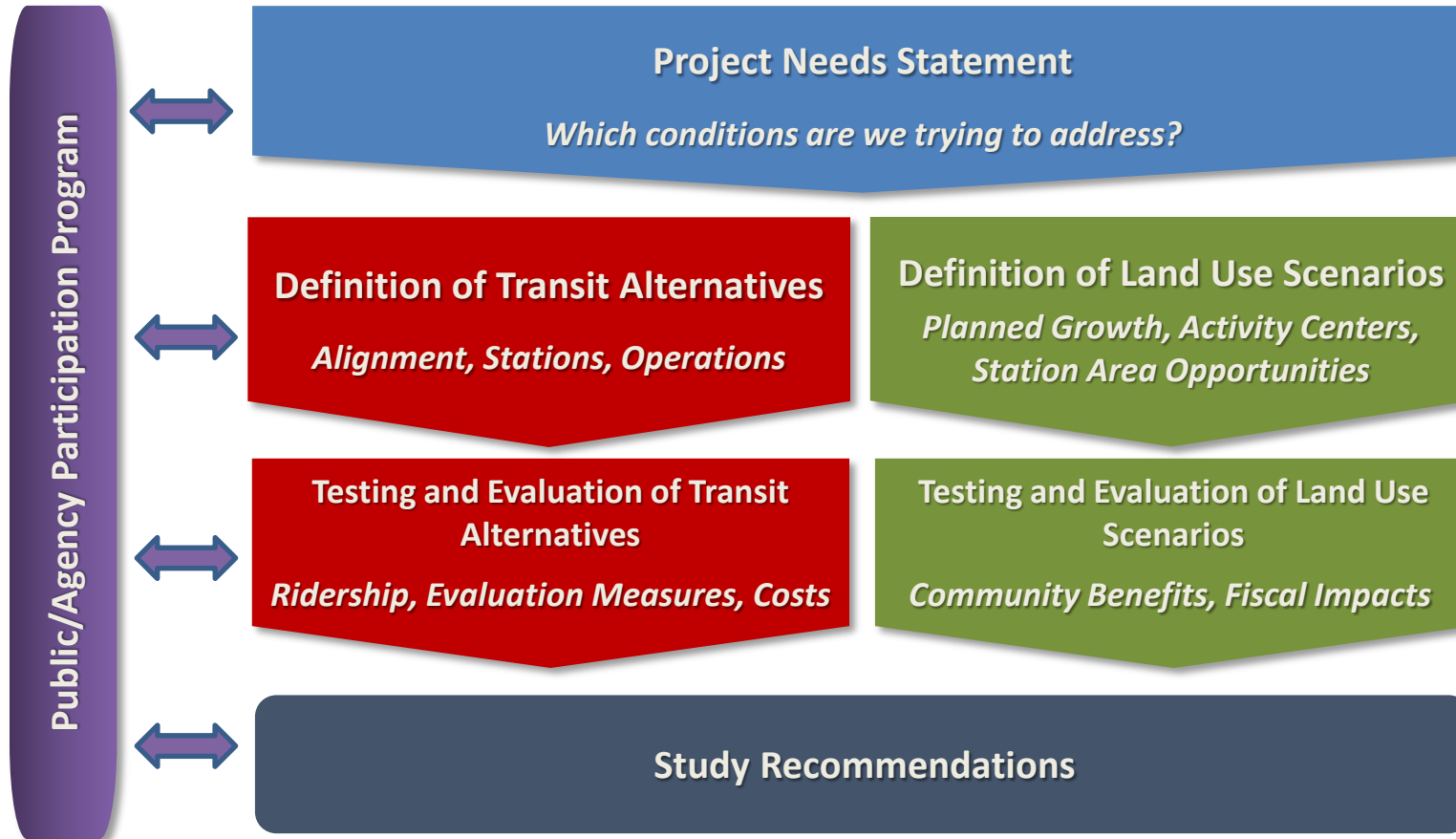


- Metrorail Stations
- Virginia Railway Express (VRE) Stations
- Study Area
- County Boundary
- I-95
- US Route 1
- Metrorail Routes**
 - Blue
 - Yellow
- VRE Routes**
 - Fredericksburg
 - Manassas
- Richmond Highway BRT**
 - Phase 1
 - Phase 2

Key Issues for the Study to Consider

- Existing and future transit demand in the corridor
- Other planned transportation improvements in the corridor
- Plans for transit-supportive development in the study area
- Access to Fort Belvoir and Quantico bases
- Short-term and long-term trends in transit ridership and telecommuting
- Metrorail system capacity
- Capital and operating cost of transit investments
- Funding/governance: WMATA Compact

Study Technical Approach



Enhanced Public Transportation is Needed Because ...

Transit Service Quality: Transit service is competitive for commute trips to the core. Other trips have little/no service.

Future Development: Existing transportation services and networks may need enhancements to support planned land uses and economic development

Equity: Specifically need to connect low-income and minority populations to job opportunities

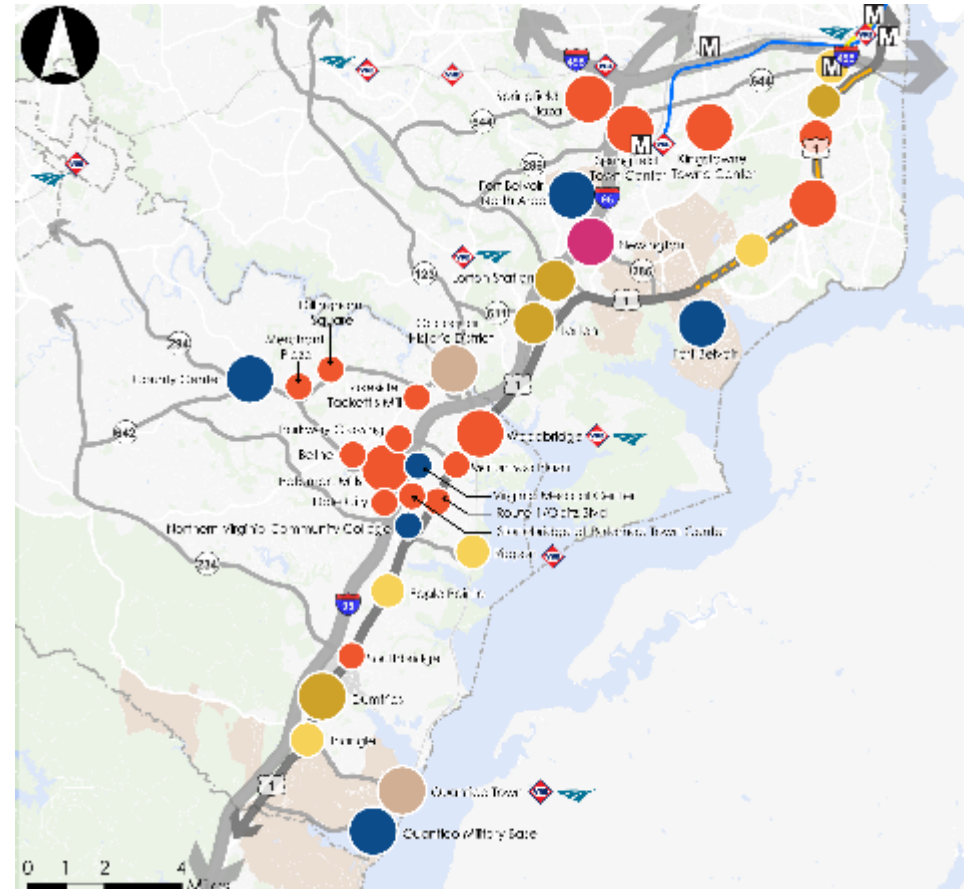
Connections to Activity Centers: Transit connections to key regional activity centers, such as Fort Belvoir and Quantico bases, are limited and infrequent

Traffic Congestion and Travel Times: Traffic congestion is severe and continuing to get worse, resulting in slow and unreliable travel times for drivers and buses in mixed-traffic

Access to Transit Services: Access is reliant on park & ride or long walks to bus, posing a particular challenge for transit-dependent riders

Corridor Land Use Assessment

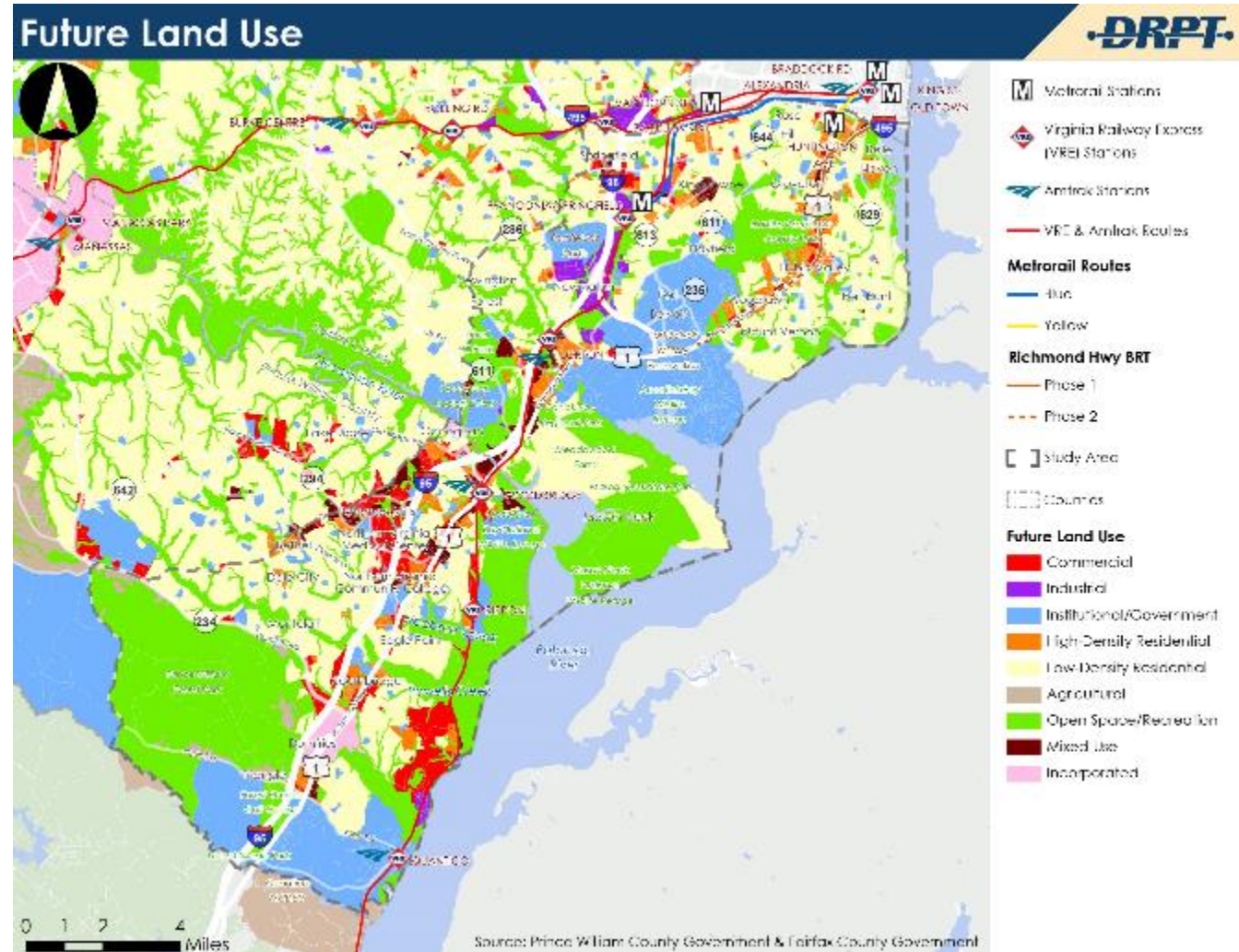
- Identify mobility hubs/potential transit station areas
- Build off Multimodal System Design Guidelines to develop land use scenarios and recommendations:
 - Visioning Work Session
 - Land Use & Zoning Recommendations
 - Transit-Supportive Policy Recommendations
 - Illustrative Diagrams
- Evaluate impact of land use scenarios on transit alternatives
- Potential to inform local land use planning efforts

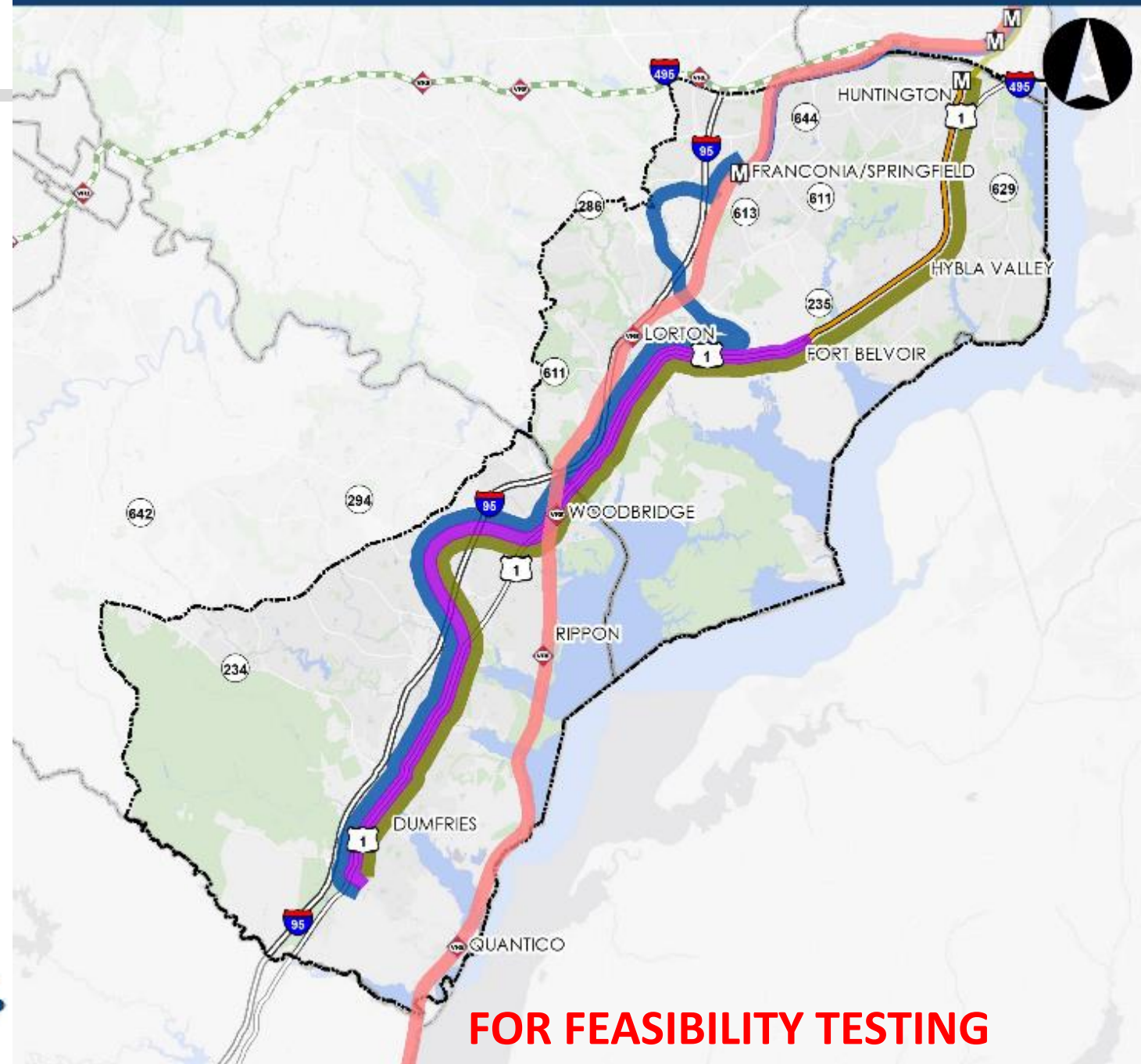


Developing Conceptual Land Use Scenarios

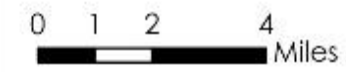
- Will develop conceptual land use scenarios in greater detail around 10 potential stations considering:

- Support local comp planning processes
- Future Land Use and Zoning
- Building and place types (suburban residential, strip commercial, TOD, etc.)





- Metrorail Stations
- Virginia Railway Express (VRE) Stations
- County Boundary
- Richmond Highway BRT
- Metrorail Routes**
 - Blue
 - Yellow
- VRE Routes**
 - Manassas
- Alternatives**
 - Blue Line Metrorail
 - Yellow Line Metrorail
 - Bus Rapid Transit
 - Increased Frequency Along Existing VRE Alignment



Express Bus Alternative

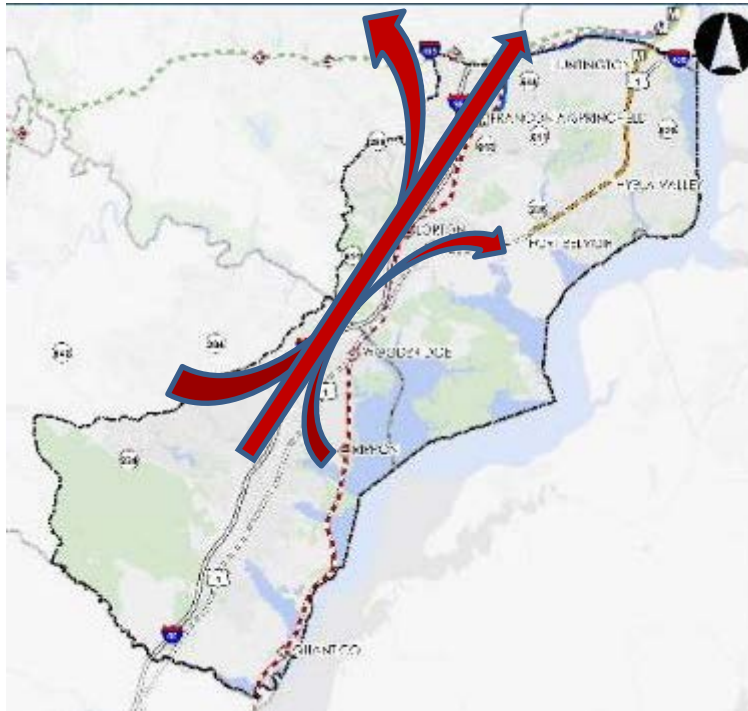
Possible new routes:

Origins

Lake Ridge
Dale City/Potomac Mills, Quantico
Woodbridge
Woodbridge
Woodbridge/Dale City/Quantico

Destinations

Old Town Alexandria via I-95
Tysons
Reston
Fairfax City
Ft. Belvoir South



Approach To Public Outreach

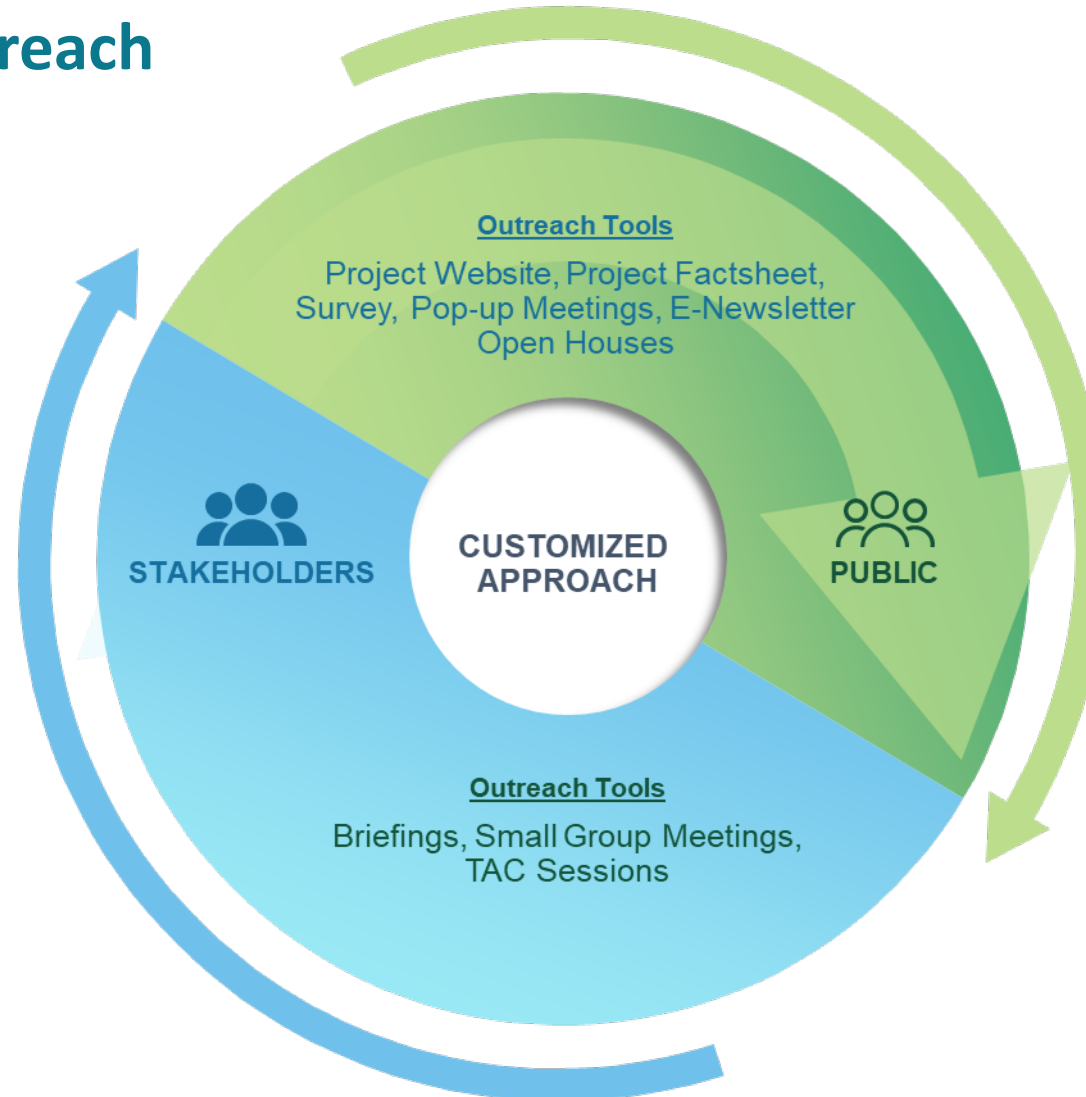
How will the team reach stakeholders?

PUBLIC

- Commuters
- Chambers of Commerce
- Community/Civic Associations
- Major Employers
- Military Bases /Colleges and University Extension Locations
- Advocacy Groups

STAKEHOLDERS

- Fairfax County
- Prince William County
- NVTC
- PRTC
- Department of Defense
- Virginia Railway Express (VRE)
- WMATA



Public & Agency Outreach

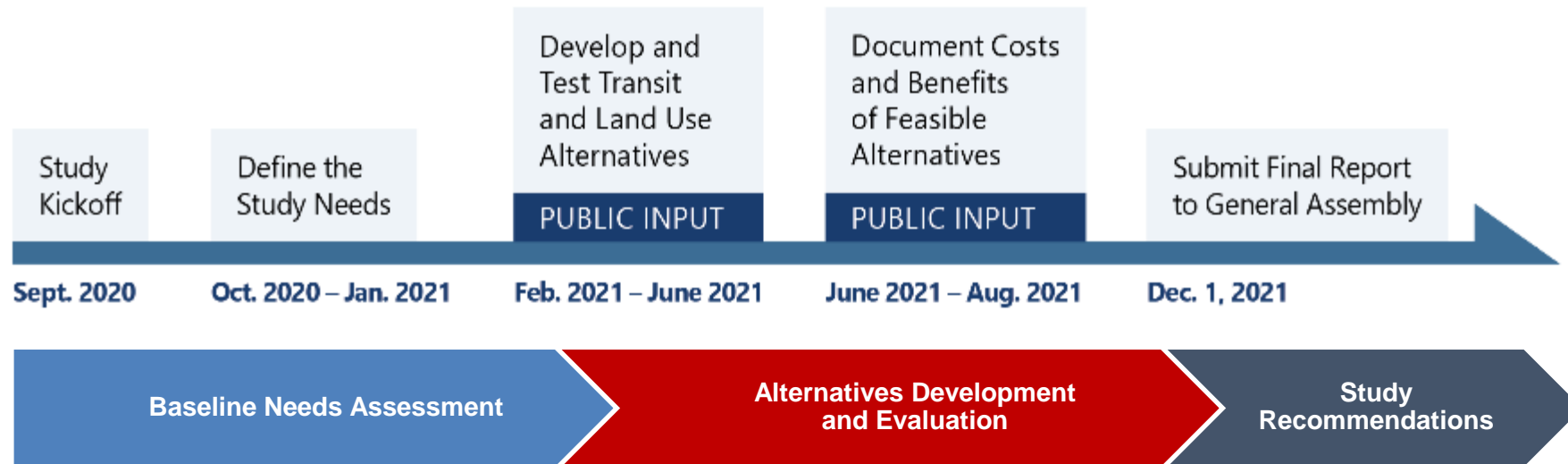
- Technical Advisory Committee (TAC) providing input and review from key stakeholder agencies and jurisdictions
- Public outreach provides multiple opportunities for education and engagement across the study area
 - Incorporated tools to reach and engage Environmental Justice (EJ) and Title VI (minority and low income) populations
 - Flexible approach and tactics to accommodate the pandemic
- Regular Elected Official Briefings provide a venue to learn about and provide input to the study

First public meeting
held Tuesday, May 4

Ongoing Public
Survey:

bit.ly/DRPTSpringfieldQuantico

Study Schedule



- Draft report will be completed by September
- Final report submitted to General Assembly by December 1, 2021

Springfield to Quantico Enhanced Public Transportation Feasibility Study

PRTC/NVTC Meetings

May 6, 2021

<http://www.drpt.virginia.gov/transit/springfield-to-quantico/>



Virginia Department of Rail and Public Transportation

11. Executive Director's Report

- A. Executive Director Newsletter
- B. NVTC Financial Reports (February and March 2021)



KATE MATTICE
NVTC EXECUTIVE DIRECTOR



SCOTT KALKWARF
NVTC DIRECTOR OF FINANCE AND
ADMINISTRATION

12. Closed Session

Chair Cristol will request a motion to move into Closed Session.



KATIE CRISTOL
NVTC CHAIR
ARLINGTON COUNTY

NVTC Commission is in Closed Session.

For the listening public, if there is an interruption in the live feed, please go to NVTC's YouTube channel to connect to a new live feed.



KATIE CRISTOL
NVTC CHAIR
ARLINGTON COUNTY

NVTC Commission is back in Open Session.

Chair Cristol will request a motion to certify the Closed Session.



KATIE CRISTOL
NVTC CHAIR
ARLINGTON COUNTY

Commissioner Comments

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

Next Commission Meeting is June 3, 2021

NVTC Commission Meeting

May 6, 2021

Meeting is adjourned. Thank you for attending.



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