



**JOINT MEETING OF THE
NVTC-PRTC JOINT COMMISSION WORKING GROUP AND
NVTC PROGRAM ADVISORY COMMITTEE
THURSDAY, APRIL 22, 2021
Via Electronic Participation
Public Streaming via YouTube**

1:00 P.M.

NVTC is receiving public comment during the declared state of emergency. Persons wishing to provide written public comment should submit comments by 10:00 a.m. on April 22 via [NVTC's website](#). Comments will be provided to Commissioners prior to the April 22 meeting.

AGENDA

1. Welcome and Public Comments Received
2. Joint Commission Working Group
 - A. Commuter Choice Program on the I-395/95 Corridor: Round Two (FY 2022-FY 2023) Programming Approach
3. Program Advisory Committee
 - A. Meeting Summary of the September 17, 2020 Program Advisory Committee Meeting
 - B. Commuter Choice Program on the I-66 Corridor: Supplemental Round Four (FY 2022) Program of Projects Status
 - C. Envision Route 7 Update
4. Other Business
5. Future Meetings

Members of the NVTC-PRTC Joint Commission Working Group:

Jeffrey McKay, Chair
Elizabeth Bennett-Parker
Libby Garvey
Elizabeth Guzman (PRTC)
Jeanette Rishell (PRTC)
Gary Skinner (PRTC)

Members of the Program Advisory Committee:

David Snyder, Chair
Elizabeth Bennett-Parker
John Foust
Libby Garvey
David Meyer
Michael R. Turner



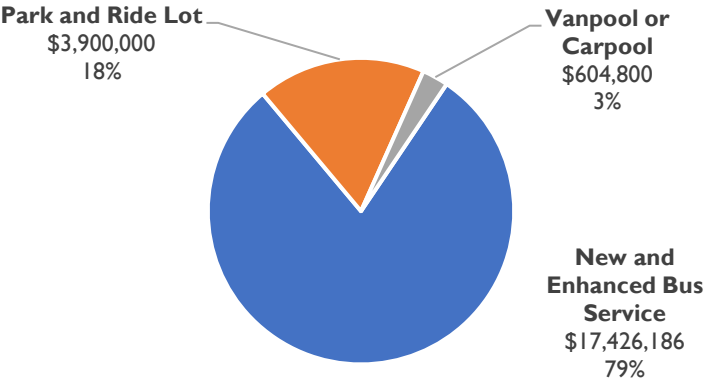
Commuter Choice on the I-395/95 Corridor

Round Two (FY 2022-FY 2023) Application Evaluations

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Applicant	Application Title	Application Type	Technical Merit (70 Points)	Annualized Cost Effectiveness (15 Points)	Applicant Preference (10 Points)	Interagency Collaboration (5 Points)	Application Score (100 Points)	Funding Request	Cumulative Funding Request
OmniRide	Renewal of Enhanced Bus Service from Dale City to Ballston	Enhanced Bus Service	56	15	10	5	86	\$291,831	\$291,831
Spotsylvania County	New Park and Ride Lot in Massaponax	Park and Ride Lot	47	15	10	5	77	\$1,100,000	\$1,391,831
Fairfax County	Renewal of Route 396 Express Bus Service: Backlick North Park and Ride to Pentagon	Enhanced Bus Service	56	5	10	0	71	\$1,386,000	\$2,777,831
OmniRide	Renewal of Bus Service from Staffordboro to the Pentagon	Enhanced Bus Service	56	10	0	5	71	\$704,773	\$3,482,604
OmniRide	Renewal of Bus Service from Staffordboro to Downtown D.C.	Enhanced Bus Service	56	10	0	5	71	\$968,308	\$4,450,912
DASH	Enhanced Bus Service from Van Dorn Metro to the Pentagon	Enhanced Bus Service	46	5	10	5	66	\$5,734,000	\$10,184,912
OmniRide	Renewal of Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	Enhanced Bus Service	46	15	0	5	66	\$541,169	\$10,726,081
OmniRide	Renewal of Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	Enhanced Bus Service	46	15	0	5	66	\$434,776	\$11,160,857
FRED Transit	New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE	New Bus Service	39	10	10	5	64	\$1,218,800	\$12,379,657
DASH	Enhanced Bus Service from Mark Center to Potomac Yard	Enhanced Bus Service	46	5	0	5	56	\$3,650,000	\$16,029,657
OmniRide	TDM Strategy-- I-395/95 Corridor Vanpool Monthly Incentive	Vanpool or Carpool	40	10	0	5	55	\$604,800	\$16,634,457
Fairfax County	Enhanced Bus Service for Route 371: Lorton to Franconia - Springfield Metro Station	Enhanced Bus Service	46	5	0	0	51	\$2,496,529	\$19,130,986
Prince William County	Horner Road Park and Ride Lot Expansion	Park and Ride Lot	29	5	10	5	49	\$2,800,000	\$21,930,986

TOTAL FUNDING REQUEST BY PROJECT TYPE



Applications have been evaluated based on the information documented in the submitted applications or in subsequent technical clarifications. The evaluation is consistent with the methodology established in the project selection process adopted by the Commissions in November 2020.

Transit operating funding requests total \$14,015,536 (64% of all requested funds) and are defined based on FTA Circulars 9030 and 9040 (urbanized and rural area formula grant programs) and includes fuel, oil, driver salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses.

The table above does not include NVTC's set-aside for program administration activities. Staff are working to identify the needed amount of funding for these activities over the two fiscal years.

Were all proposed transit operations projects funded, the overall proportion of funding allocated to transit operations over the duration of the program to date would still be within the 50% cap stipulated in the program memorandum of agreement.



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**NVTC PROGRAM ADVISORY COMMITTEE
MEETING SUMMARY
Via Electronic Participation
Public Streaming via YouTube
September 17, 2020**

NVTC Program Advisory Committee Members Present via Electronic Participation:

David Snyder, Chairman
Elizabeth Bennett-Parker
John Foust
Libby Garvey
David Meyer
Michael R. Turner

Other NVTC Commissioners Present via Electronic Participation:

David Reid

Staff and Others Present via Electronic Participation:

Kate Mattice, Executive Director
Allan Fye
Ben Owen
Jae Watkins
Dinah Girma

Chairman Snyder called the meeting to order at 5:01 p.m. He explained that given the ongoing COVID-19 public health emergency, the meeting is being conducted electronically. This is possible because the governor signed into law on April 22, 2020 a legislative amendment to the budget bill to allow public bodies to meet electronically without a physical quorum present to discuss or transact the business statutorily required or necessary to continue operations of that public body. NVTC staff followed the procedures and guidelines in the legislation to give notice to the Program Advisory Committee (PAC), Commission, staff and the public.

Chairman Snyder reviewed the procedures and instructions for the electronic meeting. The only visual component of the meeting is the presentation slides shown on WebEx for PAC members and on YouTube livestream for the public. Chairman Snyder then announced that no public comments were received for this meeting.

Chairman Snyder outlined the impact of the COVID-19 public health emergency on I-66 Inside the Beltway toll revenues, which have dropped sharply since March 2020. The very limited revenue available for new projects has required NVTC to be flexible and strategic in identifying a viable Round Four (FY 2021-FY 2022) programming approach. The focus of today's meeting will be an initial round of projects for FY 2021 that can be funded with available revenues; NVTC staff will track toll revenue collections closely with the hope of awarding funding for additional projects in FY 2022. Chairman Snyder introduced Ben Owen, who provided an overview of the revenue available for new projects and staff's proposed programming approach.

Mr. Owen stated that prior to the COVID-19 public health emergency, staff had anticipated that \$25 million would be available to support new projects in Round Four. Due to the sharp decreases in toll revenue caused by COVID-19 and continued uncertainty about when revenue might rebound, staff identified \$4 million available for programming in FY 2021. Mr. Owen indicated that additional revenue is anticipated to become available by FY 2022 but that any projection would be highly speculative at this point. Staff will coordinate with Virginia Department of Transportation (VDOT) staff to monitor revenue trends.

Mr. Owen then provided an overview of the proposed programming approach. The Round Four initial (FY 2021) program, which would be approved this fall, would prioritize renewals of existing Commuter Choice-supported transit services and small capital projects, up to the \$4 million available. He explained that staff is seeking the PAC's endorsement of the initial program at this meeting. The supplemental (FY 2022) program, if feasible based on available funding, would be anticipated in June 2021, aligning with the anticipated Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023) program of projects approval timeframe. Mr. Owen summarized each of the six applications under consideration for initial program funding as well as the five projects that would be considered for supplemental program funding in Summer 2021; three further applications were deferred by their applicants for a future call of projects.

Mr. Owen outlined the planned next steps for the initial program. Staff opened public comment on the proposed projects on September 1 and will close the comment period on September 21, 2020. In October, the Commission will be asked to take action on the program and staff will brief the Commonwealth Transportation Board (CTB) later in the month, with CTB approval by the end of the year.

Chairman Snyder asked Ms. Mattice for any further comments. Ms. Mattice recapped staff's proposal to advance an initial program of projects now with the understanding that additional revenue may become available over the next several months that could support a supplemental program for FY 2022.

Chairman Snyder asked for comments from other PAC members. Ms. Garvey thanked staff for the work put forth on the strategic approach.

Mr. Turner asked if the funding must also be requested from the CTB as part of their approval of the program of projects. Mr. Owen explained that the funding comes directly to NVTC from VDOT but that the CTB's program approvals allow NVTC to enter into funding agreements for selected projects, through which NVTC provides funding.

Chairman Snyder asked if there was a consensus to move forward with the outlined recommendations. There were no objections. Chairman Snyder reminded that the public comment period is open through the end of September 21, 2020. Staff will then share comments from the public with the Commission.

Ms. Garvey inquired if there would be legislation that could allow Commissioners to continue to participate virtually after in-person public meetings resume post-pandemic. Ms. Mattice stated that NVTC By-Laws now allow for two meetings to be missed by each Commissioner, but the topic will be part of the Legislative Committee agenda. Chairman Snyder requested clarification if this would be a hybrid approach for attendance to be both in-person and virtual. Mr. Meyer added

that more discussion is needed around the hybrid approach with the Commission. Ms. Mattice stated that this can be added as a legislative committee action item. Mr. Reid stated that a hybrid meeting does allow for more public participation.

The meeting adjourned at 5:31 p.m.