

Combined
Blue Items/Handouts/
Presentations
for
December 5, 2024
NVTC Meeting



2024 NVTC Committee and Board Appointments

NVTC EXECUTIVE COMMITTEE

Chair, Matt de Ferranti
 Vice-Chair, David Snyder
 Secretary-Treasurer, Sarah Bagley
 Legislative & Policy Committee Chair, Canek Aguirre
 Program Advisory Committee Chair and
 Immediate Past Chair, Dalia Palchik
 WMATA Committee Chair, Walter Alcorn
 General Assembly Member, Adam Ebbin
Non-Voting Members:
 WMATA Principal Member, Paul Smedberg
 (Commonwealth Appointee)
 WMATA Principal Member, Matt Letourneau
 (NVTC Appointee)

NVTC WMATA COMMITTEE

Chair, WMATA Alternate Member, Walter Alcorn
 WMATA Principal Member, Matt Letourneau
 WMATA Principal Member, Paul Smedberg
 WMATA Alternate Member, Canek Aguirre
 Commission Members:
 (drawn from member jurisdictions in a representative manner)
 Arlington County, Matt de Ferranti
 City of Falls Church, David Snyder

NVTC LEGISLATIVE AND POLICY COMMITTEE

Chair, Canek Aguirre
 Commission Members:
 (drawn from member jurisdictions in a representative manner)
 Arlington County, Libby Garvey
 City of Falls Church, David Snyder
 Fairfax County, James Walkinshaw
 City of Fairfax, Catherine Read
 Loudoun County, Matt Letourneau
Non-Voting Member:
 General Assembly Member, Adam Ebbin

NVTC PROGRAM ADVISORY COMMITTEE

Chair, Dalia Palchik
 Commission Members:
 (drawn from member jurisdictions in a representative manner)
 City of Alexandria, Sarah Bagley
 Arlington County, Libby Garvey
 City of Falls Church, David Snyder
 Loudoun County, Juli Briskman

NVTC'S WMATA BOARD OF DIRECTORS

Principals:	Alternates:
Paul Smedberg (Commonwealth Appointee) Term expires 01-05-2026	Canek Aguirre Term expires 01-07-2025
Matt Letourneau (NVTC Appointee) Term expires 01-03-2027	Walter Alcorn Term expires 01-04-2028

NVTC'S VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD *(provided by localities)*

Principals:	Alternates:
<u>Fairfax County:</u> Daniel G. Storck James Walkinshaw	<u>Fairfax County:</u> (vacant)
<u>City of Alexandria:</u> Sarah Bagley	<u>City of Alexandria:</u> Canek Aguirre
<u>Arlington County:</u> Takis Karantonis	<u>Arlington County:</u> Libby Garvey

NVTC'S VIRGINIA TRANSIT ASSOCIATION BOARD OF DIRECTORS

Principals:	Alternates:
David Snyder Kate Mattice	Canek Aguirre Sarah Bagley

Agenda Item #7C

Draft Resolution: NVTC's Guiding Principles for Future Transit Funding

NVTC's Guiding Principles for Future Transit Funding



Background

- The COVID-19 pandemic upended the financial operating model of all transit agencies across the United States
 - the inflation of operating and capital costs and the reduction in revenues from ridership has led to projected annual budget deficits between \$340 million and \$3 billion at the country's largest public transit agencies
 - WMATA faces an operating fiscal cliff in FY 2027 and a capital fiscal cliff in FY 2028;
 - VRE faces operating budget shortfalls starting in FY 2028;
 - PRTC OmniRide faced a fiscal cliff in FY 2025 which will recur until resolved; and
 - Local transit agencies in Northern Virginia and across the Commonwealth face fiscal challenges as state aid funding levels decline starting in FY 2026.
- The transit network in Northern Virginia serves 1.5+ million people every week and support jobs and households that annually generate at least \$1.5 billion in income and sales tax provided to the Commonwealth of Virginia's general fund
- NVTC has an opportunity to articulate its priorities in advance of decisions made at DMVMoves and the SJ 28 Joint Subcommittee

NVTC's Cost Containment Priorities



NVTC seeks continued efforts by WMATA, VRE and all local public transit systems to:

- implement **cost containment** strategies,
- generate **operational efficiencies**, and
- measure progress to ensure an **efficient use of taxpayer resources**.

- NVTC's priorities in its *Annual Report on the Condition and Performance of WMATA* continue to press for improved operational efficiency and cost savings
- All transit systems continue to refine and revisit costs as they face operational challenges
- Since last report, WMATA has reported cost savings and revenue increases:
 - Last year, WMATA increased passenger fare revenues, reducing fare evasion and implementing a fare increase
 - This year, WMATA found \$532 million in operating and capital cost savings

NVTC's Transit Funding Priorities (All Systems)



NVTC seeks long-term, sustainable, dedicated funding solution for all public transit agencies in Northern Virginia that:

1. Provides **adequate growth in revenues** to meet current and future operating and capital needs for WMATA, VRE and local transit operators in Northern Virginia.
2. **Preserves existing** local, regional and statewide revenues streams that support public transit operating and capital expenses.
3. Aims to **reduce pressure on property taxes** as a funding source for transit.
4. Continues to reflect a **diverse range of revenue sources** to reduce the economic risk associated with overreliance on a single revenue source.
5. **Distributes revenues to NVTC** for allocation to local bus systems, VRE, and to those jurisdictions funding WMATA, matching or similar to NVTC's financial management model.

NVTC's Transit Funding Priorities (WMATA)



NVTC supports a long-term funding approach for WMATA that:

1. Continues the strong **federal commitment** to WMATA formula funding as well as the federal dedicated state of good repair funding (PRIIA) and ensures those are adjusted for inflation.
2. For non-federal funding, reflects an agreement or framework between Virginia, Maryland and the District of Columbia whereby **each identify the revenue solutions** that best meet the unique economic and political characteristics of each state level jurisdiction.
3. **Limits revenues generated in Virginia** for WMATA funding purposes to no more than Virginia's appropriate share of the WMATA budget.
4. Continues **an equal funding partnership** with the Commonwealth, whereby at least 50% of Virginia's funding for WMATA operations and capital is provided by statewide revenue sources, reflecting the economic benefit of the WMATA system to the entire Commonwealth.
5. Ensures any regionally-generated revenue sources are **raised in a consistent manner** across the NVTC District.
6. Creates revenue sources for WMATA capital purposes that can be protected by code to be used by WMATA for **bond debt service**.



FY 2026 General and Administrative Budget Approach

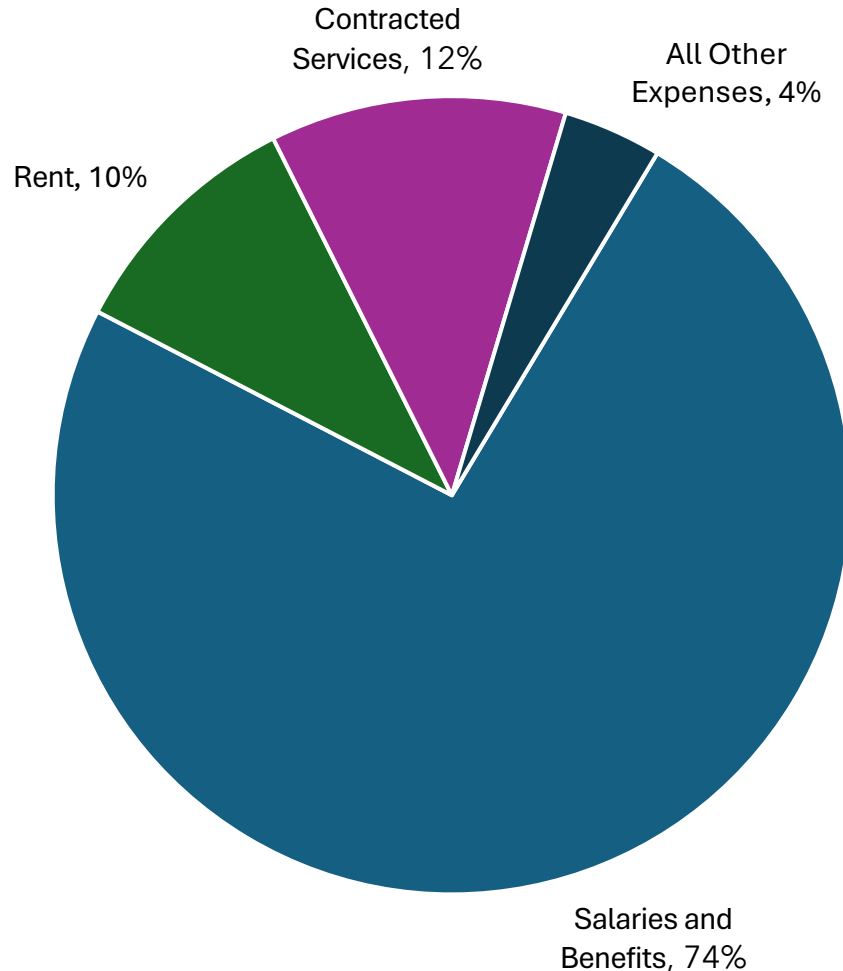
- ✓ Align COLA/merit expectations with peers, jurisdictions
- ✓ Continue strong support of Commission priorities
- ✓ Fulfill state and federal reports and requirements
- ✓ Reduce financial management exposure
- ✓ Retain and train highly skilled staff
- ✓ Continue robust regional technical and coordination 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

Proposed FY 26 budget focuses on retaining highly skilled, highly technical staff, communication of Commission priorities and addressing key cost drivers.

NVTC's FY 2026 Proposed Budget



NVTC Budget Cost Drivers

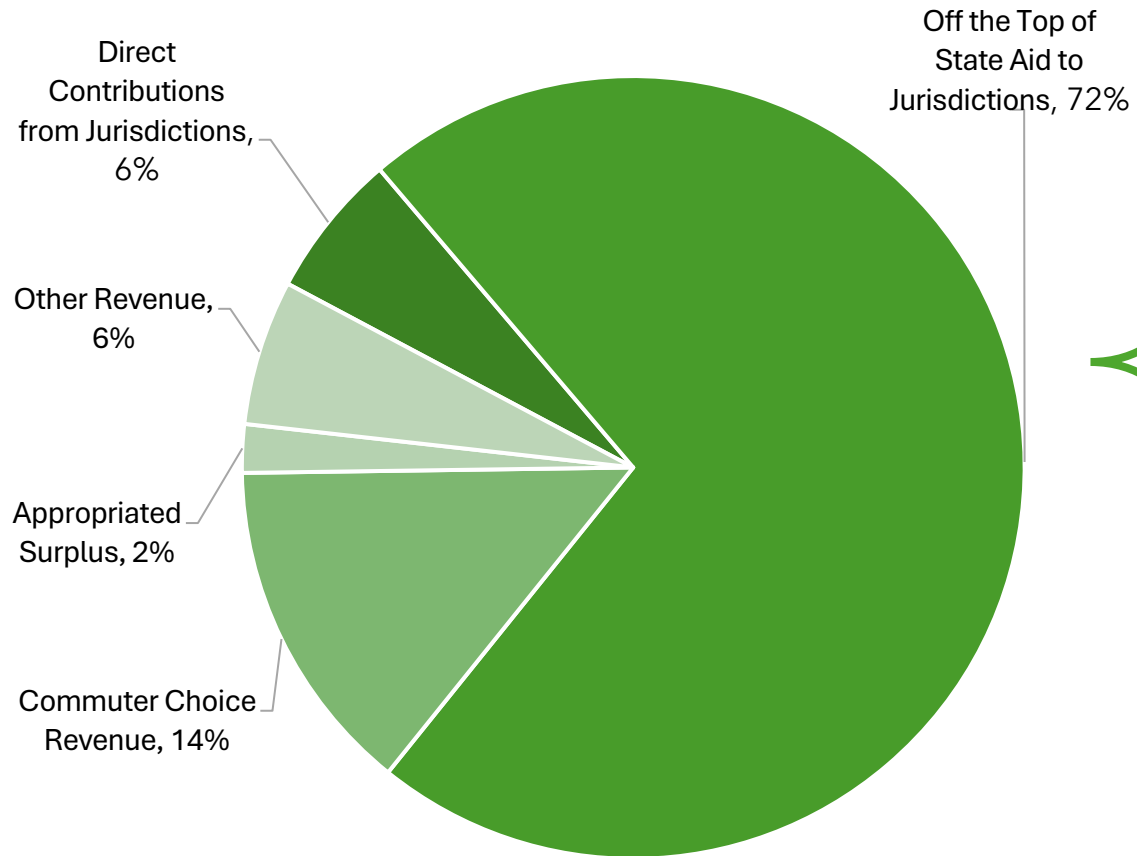


- ✓ **Financial management** of gas tax, toll revenues, state aid and federal grant funding
- ✓ **Program management** of Commuter Choice, WMATA Oversight, Route 7 BRT
- ✓ **Technical, policy and data analysis** that improve local transit planning decisions, support transit funding needs
- ✓ **Facilitation of regional efforts** such as zero-emission bus and fare technologies
- ✓ **Outreach and Community Engagement** on Commuter Choice, Route 7 BRT, transit funding needs
- ✓ **Internal Operations** to support communications and IT functions

NVTC's Proposed FY 2026 Budget



NVTC Budget Revenue Sources



- ✓ NVTC's G&A Budget primarily from state aid (DRPT funding)
- ✓ Only 6% comes directly from jurisdictional budgets (fixed in total)
- ✓ In FY 2025, NVTC expects to manage \$286M in state aid on behalf of our jurisdictions
 - ✓ NVTC "overhead" is approximately 1.2% of state aid managed by NVTC
- ✓ Commuter Choice funding is approved by CTB each year
- ✓ Appropriated Surplus varies from year to year, depending on prior year budget surpluses

Proposed FY 2026 G&A Budget - Expenditures



Budget Category	Approved FY 2025 Budget	Proposed FY 2026 Budget	Increase (Decrease)	Percent Change
Salaries and Wages	\$2,835,000	\$2,934,000	\$ 99,000	3.5%
Benefits and Other Payroll Costs	722,900	729,900	7,000	1.0%
Administrative Costs	665,000	697,800	32,800	4.9%
<i>Commissioners Per Diem</i>	14,000	15,000		7.1%
<i>Rent</i>	446,800	474,500		6.2%
<i>Insurance</i>	8,500	8,900		4.7%
<i>Travel, Training and Meetings</i>	70,600	76,500		8.4%
<i>Telephone, Data and Postage</i>	19,400	19,400		0.0%
<i>Publications and Supplies, Outreach</i>	37,000	35,700		-3.5%
<i>Computer Operations and Equipment</i>	56,800	55,900		-1.6%
<i>Other General and Administrative</i>	11,900	11,900		0.0%
Contract Services	573,150	572,900	(250)	0.0%
<i>Commuter Choice</i>	146,750	146,500	(250)	-0.2%
<i>Research Support, Other</i>	426,400	426,400	0	0.0%
Total G&A Budget	\$4,796,050	\$4,934,600	\$138,550	2.9%

Proposed FY 2026 G&A Budget Revenue



Budget Category	Approved FY 2025 Budget	Proposed FY 2026 Budget	Increase (Decrease)	Percent Change
Local Share from State Aid	\$3,367,003	\$3,550,953	\$183,950	
Local Direct Contributions	284,247	284,247	0	
Total Local Contributions	3,651,250	3,835,200	183,950	5.0%
Interest and Other Revenue	35,000	35,000	0	0.0%
Project Chargebacks	909,800	914,400	4,600	0.5%
<i>Envision Route 7 BRT</i>	161,100	168,000	6,900	4.3%
<i>Commuter Choice / Other</i>	748,700	746,400	-2,300	-0.3%
Project Grant Billings	40,000	40,000	0	0.0%
Appropriated Surplus	160,000	110,000	(50,000)	-31.3%
Total G&A Budget	\$4,796,050	\$4,934,600	\$138,550	2.9%

NVTC 2025-2026 Planned Research Efforts



Program Area	Project	Research Entity	Total Project Cost	Proposed NVTC Funding	Source of Non-NVTC Funding	Proposed Project Start Date	Proposed Project End Date
Transit Data and Analysis	Integrating Transit, Cycling, and Micromobility in Northern Virginia	In house	N/A	In house	N/A	Fall 2024	Winter 2024
Transit Data and Analysis	State of the Practice: Transit Dashboards and Communicating Transit Data Interactively	In house	N/A	In house	N/A	Winter 2024	Spring 2025
Transit Data and Analysis	Seeing Double: Comparison of Approaches to Identify Shared Bus Stops	In house	N/A	In house	N/A	Winter 2024	Spring 2025
WMATA /Legislation and Policy	Technical and Financial Support to SJ28 Subcommittee	DRPT GPC Consultant	\$250,000	\$165,000	VRE and PRTC	January 2025	Spring 2026
Transit Tech	Shared On-Route Charging Feasibility Study	U.S. Joint Office of Energy and Transportation	N/A	No cost Technical Assistance	U.S. Joint Office of Energy and Transportation	March 2024	January 2025
Transit Tech	Shared On-Route Charging - Detailed Site Analysis	TBD	\$ 300,000	\$150,000	\$150,000 from DRPT	Fall-Winter 2024	Fall-Winter 2025
Commuter Choice	I-66 Corridor Needs Assessment	Consultant	\$ 478,462	\$239,231	\$239,231 from DRPT	October 2024	August 2025
Envision Rt 7	Phase 4-2 Mobility Study	Consultant	TBD - awaiting proposals	\$0	80% FTA, DRPT/NVTC Jurisdictions	March 2024	Fall 2026

NVTC 2025-2026 Work Plan Highlights



Commuter Choice

- I-395/95 scoring and programming (FY 2026-2027)
- I-66 Call for Projects (FY 2027-2028)
- Annual Report to CTB
- I-66 Needs Assessment Study
- Public comment period and materials

NVTC Oversight of WMATA

- Annual Report on the Performance and Condition of WMATA
- WMATA budget letters and testimony (Commission, CTB, General Assembly, etc.)
- NVTC WMATA Committee work plan and VA WMATA Board support

Transit Technology

- Implement Northern Virginia Zero-Emission Bus Strategic Plan and lead Working Group
- Complete ZEB on-route charging feasibility study and advance analysis of potential sites
- Support ongoing fare collection coordination efforts

Work Toward Long-term Transit Funding

- Support SJ28 Subcommittee and TWG
- Engage with DMVMoves
- Facilitate NVTC Transit Funding Working Group

Transit Resource Center

- Collect and manage regional transit and related data
- Implement the NVTC Strategic Transit Policy Research Roadmap
- Develop plan to support NVTC-led transit policy analysis efforts
- Manage NVTC FTA's National Transit Database Technical Assistance

Envision Route 7 BRT

- Release and communicate Route 7 BRT Strategic Implementation Plan
- Lead procurement and manage contract for Phase 4-2 Mobility Study
- Coordinate with partners on project delivery

Legislative and Policy Efforts

- Joint NVTC-PRTC-VRE Legislative Forum
- Annual Legislative and Policy Agenda development
- Policy briefs and tracking reports

Communications

- Public outreach for Commuter Choice and Route 7 BRT program milestones
- Daily headlines, weekly and monthly newsletters
- Legislative Forum Support

Financial Analysis and Reporting

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

Commission Management

- Monthly meeting materials and logistics
- Committee scheduling, materials, and logistics
- Annual agenda and meeting schedule

Internal Operations

- General and Administrative Budget and Work Plan
- Telework and IT support
- Ongoing website content development and updates
- HR Support
- Procedures and policy management

FY 2026 BUDGET UPDATE

1. FY 2026 Preliminary Operating Budget recap
2. FY 2026-2031 Capital Improvement Program (CIP) overview
3. Master Agreement survey results and alternative FY 2026 assumptions



FY 2026 PRELIMINARY BUDGET SUMMARY

As presented in September 2024

- Operating budget: **\$117.7 million**
 - Includes operations, maintenance, debt service
 - Down \$0.7 million due to debt reduction and changes from VPRM Manassas Line purchase
- Continued support for costs to initiate Saturday service
- No fare increase (after 5% increase in FY25)
- Jurisdictional subsidy of \$19.8 million, up from \$18.3 million (8% increase)



FY 2026-2031 CAPITAL IMPROVEMENT PROGRAM



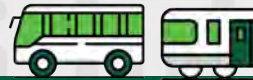
SURVEY RESULTS AND ALTERNATIVE ASSUMPTIONS



- Survey ridership by jurisdiction relatively steady, but of note:
 - Stafford below 15% of total ridership, down to one (1) Board seat
 - Fairfax and Spotsylvania ridership recovery stronger than others in past year, subsidy share increased
- Operations Board still considering potential tradeoffs to balance budget between fares, subsidy, and pandemic relief
 - Fare increase not in preliminary FY 2026 budget but still under discussion
 - VRE fares have lagged inflation and federal transit benefit since 2020
 - Could take “wait and see” approach and consider off-cycle change



Advancing transit
in Northern Virginia
since 1964



Executive Director Newsletter



December
2024

@NoVaTransit

NoVaTransit.org | NoVaRides.org



A Message from Kate Mattice

This month we'll host the 2024 edition of our Legislative Forum. It promises to be a great event. I'm delighted to say that we've assembled a lineup of speakers and panelists that will give us insight into transit's successes and challenges and ignite dialogue about the future needs of our regional transit agencies.

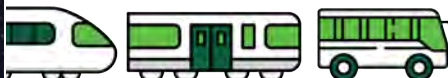
We use our Legislative Forum to inform the region's elected officials and their staff about the legislative priorities for NVTC and our forum partners, the Potomac and Rappahannock Transportation Commission (PRTC) and Virginia Railway Express (VRE), but it's much more than that. The event brings so many of us together to champion the cause of keeping public transit strong in Northern Virginia.

This year's program features Virginia senator and delegates, officials from NVTC and PRTC jurisdictions, and regional transit leaders. The program will highlight the opportunities and challenges facing public transit in Northern Virginia and focus on what public transit funding looks like in the future. We'll hear in detail about the work being done by the General Assembly's joint SJ28 subcommittee working on long-term, sustainable funding and the companion work done by DMVMoves, which is looking at solutions in the Greater Washington region.

We're especially honored to welcome Sen. Louise Lucas, President pro tempore of the Virginia Senate. Her work was vital to securing additional state aid for Metro for two years, providing a bridge to future funding solutions.

If you haven't RSVP'd already, you can learn more about the program and register on [our website](#). I look forward to seeing you on December 13.


Executive Director



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Save
the
Date

December 13
NVTC, PRTC & VRE
Legislative Forum

December 18
Virginia Passenger Rail
Authority

December 20
VRE Operations Board

***January 16**
Commission Meeting
(*special date)

NoVaTransit.org
NoVaRides.org



@NoVaTransit





General Assembly subcommittee advances long-term transit funding work

The General Assembly's joint subcommittee established by SJ 28 to study the growing needs of public transit in Northern Virginia held its [final meeting](#) of the year at NVTC's offices on November 12. Staff from the Virginia Transit Association, Metropolitan Washington Council of Governments and NVTC provided several presentations to the joint subcommittee on statewide transit funding, the impact of telework on transit and post-pandemic transit trends in the region.

In addition to the 10 revenue sources identified in NVTC's Metro Operating Funding and Reform

Working Group [Report](#), the joint subcommittee selected five [additional sources](#) to develop an expanded menu of revenue estimates in 2025:

1. Regional highway use fee
2. Regional income tax
3. Retail delivery fee
4. I-66 Inside the Beltway tolling outside of peak-period and peak direction
5. Regional motor vehicle rental tax

The joint subcommittee also approved a [work plan](#) for 2025 which includes four meetings between March/April and November.



Metro GM touts strong financial management to business leaders

Executive Director Kate Mattice was on hand November 13 as Metro GM/CEO [Randy Clarke](#) touted the [agency's successes](#) in managing costs and rebounding ridership and revenue at [an event](#) organized by the Greater Washington Board of Trade and Greater Washington Partnership.

Mr. Clarke told attendees that he's heard from many outside voices that Metro needs to be transparent and to save money, adding that "internally, we want to do that too." He shared a slide highlighting \$532 million in cost reductions,

including no salary or wage increases for the current fiscal year, a new union contract that minimizes impacts from future inflationary spikes and a zero-growth budget for FY 2025.

Clarke also told attendees that Metro has experienced 43 consecutive months of ridership growth and that Metrobus leads the nation in ridership recovery on the bus side.

The breakfast also featured [a panel](#) of the region's transportation secretaries, including Virginia's Secretary of Transportation Shep Miller.

Strong Financial Management

Ridership & Revenue

- 242M customer trips in FY2024 – 21% growth from FY2023
- Rail fare evasion down 82%, paid trips up
- Implemented a 12.5% fare increase for FY2025
- FY2025 Q1
 - Ridership up 9% compared to last year
 - Revenue up \$17M; 14% above budget
 - Projected 255M total trips in FY2025



Cost Management

- **Identified \$532M in cost reductions:**
 - \$257M operating budget (FY2023-2025)
 - \$275M capital program
- No salary and wage increases for Local 689 and non-represented employees FY2025
- New Local 689 collective bargaining agreement minimizes impacts from future inflationary spikes
- Zero growth budget in FY2025
- Implemented service optimization and efficiencies (e.g. targeted use of 6-car trains)





New Express Lanes ramp to benefit Commuter Choice-funded OmniRide routes

NVTC Commuter Choice and Policy Program Manager Daniel Knickelbein attended a ribbon cutting for the new 95 Express Lanes Opitz Boulevard Ramp in Prince William County on November 14. The new south-facing reversible ramp will provide faster, easier access to Potomac Mills Mall as well as the new Neabsco-Potomac Commuter Garage, which will soon

serve as an OmniRide bus hub. Funds from NVTC's Commuter Choice Program provide enhanced service on two OmniRide routes that will serve the Neabsco-Potomac Garage. NVTC congratulates Virginia Department of Transportation and Transurban on the ramp opening and appreciates their continued support of Commuter Choice.

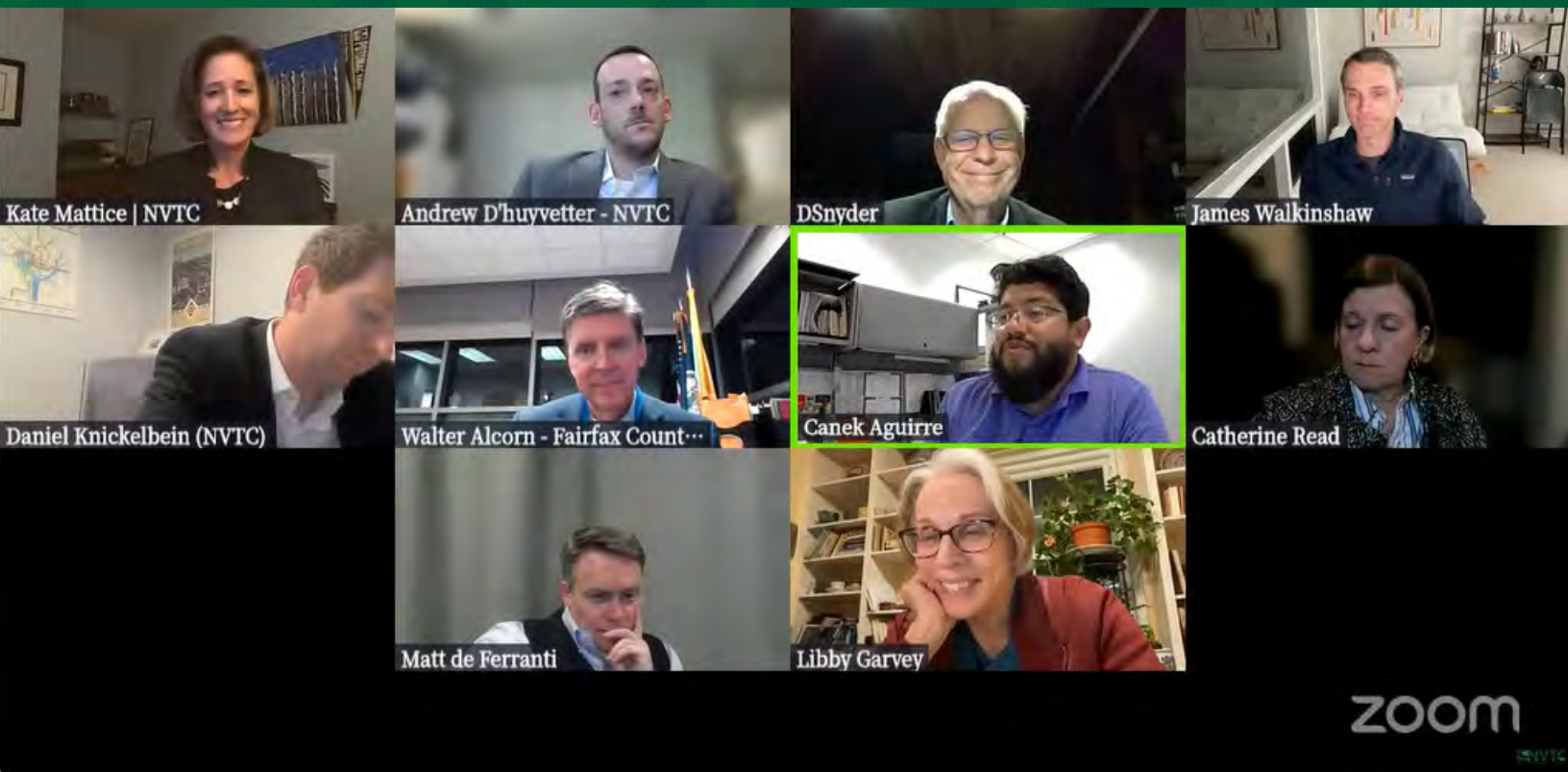


Prince William Garage to be home to Commuter Choice funded bus routes

Prince William County opened its first-ever [parking garage](#) on November 15, one that will be home to two Commuter Choice funded OmnRide bus routes, Route 95 (Prince William Metro Express) and Route 52 (Route 1 Local). The garage, strategically located adjacent to Potomac Town Center and the new Opitz

Boulevard ramp on the I-95 Express Lanes and across from Sentara Hospital, significantly improves multi-modal commuting options and expands parking accessibility for residents and local businesses. OmniRide will start operating from the garage on Monday, December 9.





Dedicated transit funding, WMATA report, legislative agenda reviewed by NVTC committees

NVTC's WMATA and Legislative and Policy Committees [met jointly](#) on November 21 to hear about efforts to establish long-term funding for public transit, the 2024 "Report on the Performance and Condition of WMATA" and our legislative agenda. Staff provided an overview of the Virginia General Assembly's Growing Transit Needs in Northern Virginia [joint subcommittee's](#) work to date, including the selection of five additional resources to the existing 10 options for Virginia to provide long-term, sustainable dedicated funding for all public transit agencies. The committees also discussed a draft series of guiding principles on long-term transit funding as NVTC and the region explore long-term funding solutions for Metro and transit agencies in Northern Virginia. These guiding principles will inform NVTC staff's work as additional regional funding conversations take place in 2025.

DMVMoves

Committee members also heard updates on

parallel work being done at the regional level through [DMVMoves](#). The DMVMoves advisory groups, including the Government Partners Advisory Group in which NVTC staff participate, have continued to meet and are in the process of setting up subcommittees to advance a series of action plans to implement policy recommendations.

Report on the Performance and Condition of WMATA

Committee members also heard updates on the [2024](#) "Report on the Performance and Condition of WMATA," including key recommendations. Commissioners will be asked to approve the report at their December meeting.

Legislative and Policy Agenda

Finally, the committees reviewed NVTC's 2025 Legislative and Policy [Agenda](#), outlining federal and state legislative priorities. That agenda will also be up for Commission approval in December.



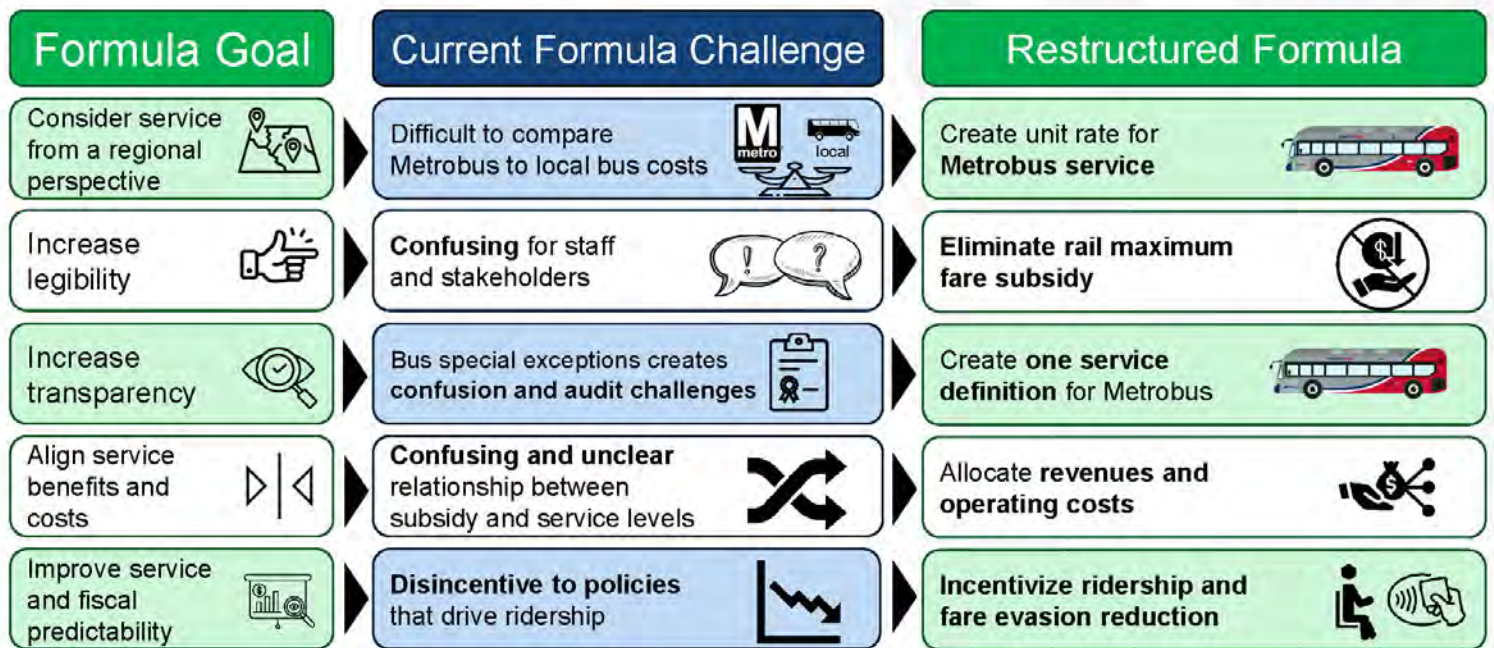
Metro Board adopts new funding formulas, Better Bus network

The Metro Board adopted new Metrobus and Metrorail [operating subsidy](#) allocation formulas at their [meeting](#) on November 21. The changes better align service with our jurisdictions' payments and also provide incentives to reduce fare evasion. Another benefit is making it easier for our localities to make decisions on how Metrobus and local bus service can best serve their residents. The new Metrorail formula better aligns benefits and costs of service. These revised formulas will be used in Metro's FY 2026 budget which is anticipated to be presented to the Metro Board in December.

Better Bus Network

The Board also approved the [Better Bus](#) 2025 Network Redesign, which includes more frequent service routes and is forecasted to attract 13,000 more weekday trips when it goes into effect next summer.

Examples: How Restructure Proposal Addresses Challenges



Washington Metropolitan Area Transit Authority

12

52 of 93

*Notes: infrastructure costs only apply to Metrorail



NVTC hosts Virginia Transit Leadership Institute

NVTC hosted the Virginia Transit Association's Virginia Transit Leadership Institute (VTLI) on November 20. It was an opportunity for us to educate transit professionals from across the Commonwealth about the work we do. Our presentations included lessons on how transit and Metro are funded in Virginia, our work to determine the [Value of Transit](#) in Virginia and our efforts to establish long-term, sustainable dedicated funding for public transit. NVTC's Adam Hager is a member of the VTLI class and Brittany Sumpter was in last year's inaugural class.



Happy Workiversary

10 Years of Service



Kate Mattice
Executive Director



NVTC, PRTC AND VRE PRESENT:

ANNUAL LEGISLATIVE FORUM

Join us for a discussion on key policy issues
affecting transit in Northern Virginia.

RSVP

— Today —

8:30 - 11 a.m.
Friday, December 13, 2024

George Mason University
Schar School Multipurpose Room
3351 Fairfax Drive, Van Metre Hall
Arlington, VA 22201



*Advancing transit in
Northern Virginia since 1964*

2300 Wilson Blvd., Ste. 230
Arlington, VA 22201

NoVaTransit.org
NoVaRides.org



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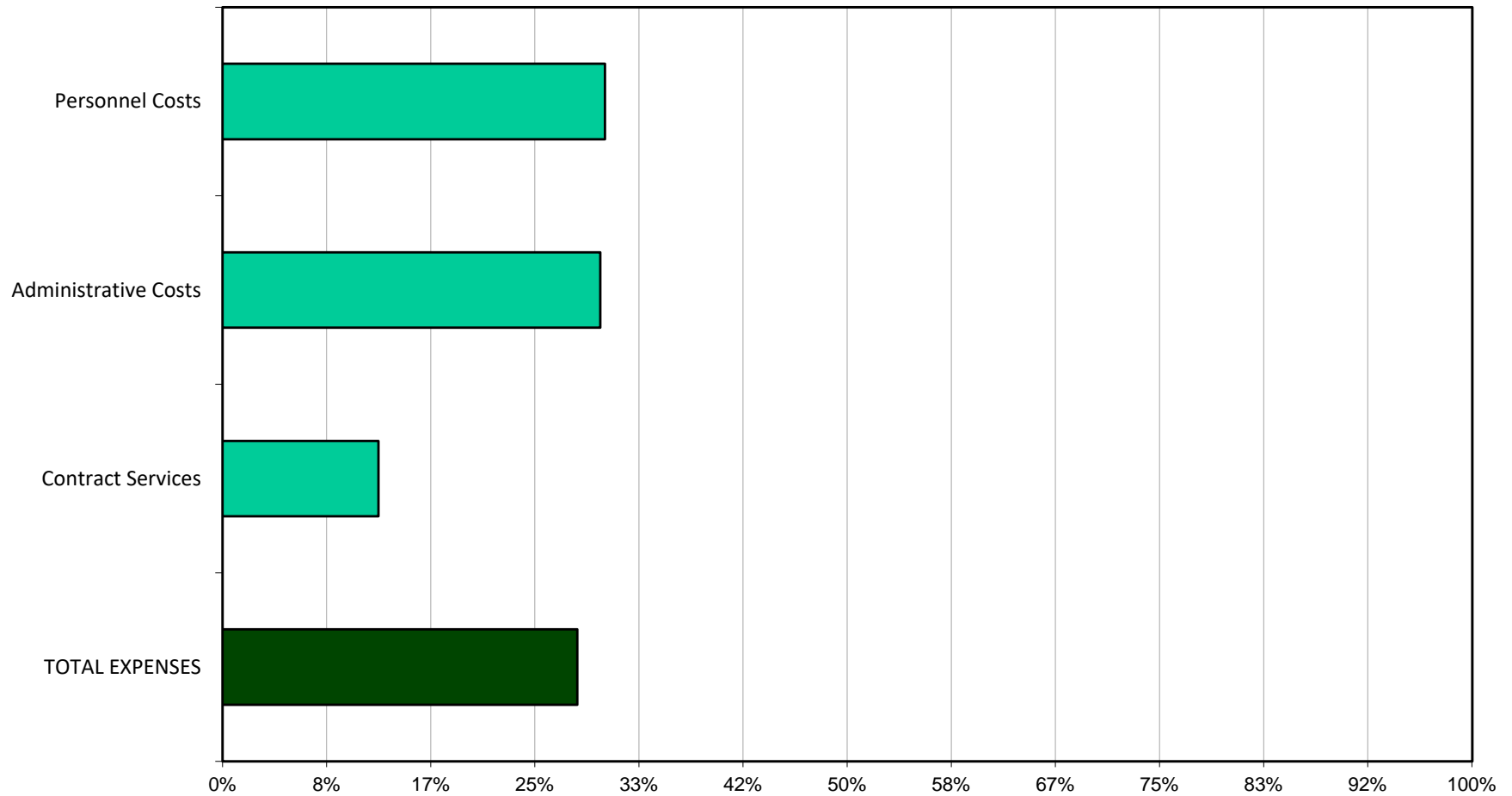


Northern Virginia Transportation Commission

Financial Reports

October 2024

PERCENTAGE OF FY 2025 NVTC ADMINISTRATIVE BUDGET USED
October 2024
(TARGET 33.3% OR LESS)



Note: Refer to pages 2 and 3 for details

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
October 2024**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 233,000.34	\$ 896,883.09	\$ 2,835,000.00	\$ 1,938,116.91	68.4%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>233,000.34</u>	<u>896,883.09</u>	<u>2,835,000.00</u>	<u>1,938,116.91</u>	<u>68.4%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	13,006.56	64,635.25	199,600.00	134,964.75	67.6%
Group Health Insurance	15,955.56	62,893.43	242,800.00	179,906.57	74.1%
Retirement	14,320.00	57,280.00	250,000.00	192,720.00	77.1%
Workmans & Unemployment Compensation	118.58	471.06	6,300.00	5,828.94	92.5%
Life Insurance	323.90	759.77	6,600.00	5,840.23	88.5%
Long Term Disability Insurance	1,450.55	5,765.84	17,600.00	11,834.16	67.2%
Total Benefit Costs	<u>45,175.15</u>	<u>191,805.35</u>	<u>722,900.00</u>	<u>531,094.65</u>	<u>73.5%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	850.00	3,600.00	14,000.00	10,400.00	74.3%
<i>Rents:</i>	<i>36,545.96</i>	<i>148,222.71</i>	<i>446,800.00</i>	<i>298,577.29</i>	<i>66.8%</i>
Office Rent	35,730.31	142,575.41	422,600.00	280,024.59	66.3%
Parking & Transit Benefits	815.65	5,647.30	24,200.00	18,552.70	76.7%
<i>Insurance:</i>	<i>500.00</i>	<i>1,800.00</i>	<i>8,500.00</i>	<i>6,700.00</i>	<i>78.8%</i>
Public Official Bonds	100.00	200.00	2,500.00	2,300.00	92.0%
Liability and Property	400.00	1,600.00	6,000.00	4,400.00	73.3%
<i>Travel:</i>	<i>3,743.23</i>	<i>20,409.74</i>	<i>60,600.00</i>	<i>40,190.26</i>	<i>66.3%</i>
Conference / Professional Development	3,107.15	18,371.46	42,100.00	23,728.54	56.4%
Non-Local Travel	-	130.78	2,500.00	2,369.22	94.8%
Local Travel, Meetings and Related Expenses	636.08	1,907.50	16,000.00	14,092.50	88.1%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
October 2024**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Communication:</i>	323.69	4,516.04	19,400.00	14,883.96	76.7%
Postage	-	151.17	1,400.00	1,248.83	89.2%
Telephone and Data	323.69	4,364.87	18,000.00	13,635.13	75.8%
<i>Publications & Supplies</i>	1,060.41	6,058.30	37,000.00	30,941.70	83.6%
Office Supplies	490.19	1,379.49	2,500.00	1,120.51	44.8%
Duplication and Paper	70.50	1,857.76	9,500.00	7,642.24	80.4%
Public Engagement	499.72	2,821.05	25,000.00	22,178.95	88.7%
<i>Operations:</i>	4,040.17	13,382.43	56,800.00	43,417.57	76.4%
Furniture and Equipment (Capital)	971.00	971.00	19,800.00	18,829.00	95.1%
Repairs and Maintenance	109.28	273.20	1,000.00	726.80	72.7%
Computer Operations	2,959.89	12,138.23	36,000.00	23,861.77	66.3%
<i>Other General and Administrative:</i>	540.88	3,010.01	11,900.00	8,889.99	74.7%
Memberships	100.66	632.67	1,600.00	967.33	60.5%
Fees and Miscellaneous	440.22	2,377.34	8,800.00	6,422.66	73.0%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>47,604.34</u>	<u>200,999.23</u>	<u>655,000.00</u>	<u>454,000.77</u>	<u>69.3%</u>
<u>Contracting Services</u>					
Auditing	10,200.00	10,200.00	26,400.00	16,200.00	61.4%
Contract Services and Support					
Commuter Choice	6,756.50	20,150.19	146,750.00	126,599.81	86.3%
Research Support	-	4,259.94	250,000.00	245,740.06	98.3%
Other Technical	6,916.67	26,916.68	120,000.00	93,083.32	77.6%
Legal	<u>2,500.00</u>	<u>10,000.00</u>	<u>30,000.00</u>	<u>20,000.00</u>	<u>66.7%</u>
Total Contract Services	26,373.17	71,526.81	573,150.00	501,623.19	87.5%
 Total Gross G&A Expenses	<u><u>\$ 352,153.00</u></u>	<u><u>\$ 1,361,214.48</u></u>	<u><u>\$ 4,786,050.00</u></u>	<u><u>\$ 3,424,835.52</u></u>	<u><u>71.6%</u></u>

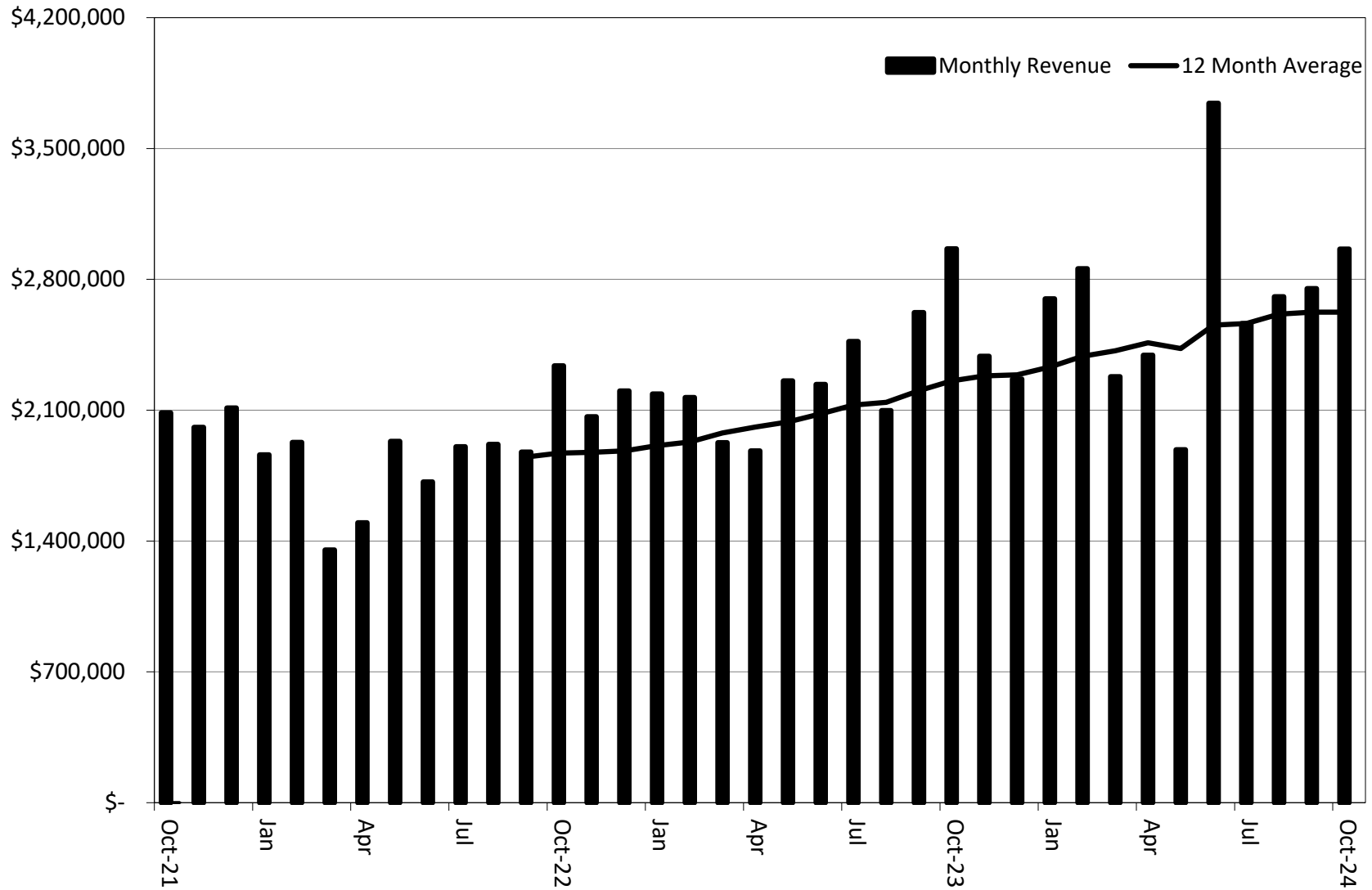
NVTC
 RECEIPTS and DISBURSEMENTS
 October 2024

Date	Payer / Payee	Purpose	Virginia LGIP			
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice
RECEIPTS						
1	Alexandria	G&A contribution		10,885.50		
2	DMV	Motor Vehicle Fuels Sales tax				2,750,682.33
2	DMV	CROC			1,250,000.00	
8	DRPT	Operating assistance - Arlington				1,393,655.00
10	DRPT	Capital assistance - Arlington				14,603.00
10	DRPT	Capital assistance - VRE			1,381,769.96	
10	DRPT	Capital assistance - Alexandria				3,212,666.12
10	DRPT	Capital assistance - Fairfax				4,204.88
11	DRPT	Commuter Choice I-66 toll revenue				5,384,453.00
17	VDOT	Commuter Choice I-66 toll revenue				2,759,532.00
17	DRPT	Capital assistance - Arlington				42,965.80
24	DRPT	Capital and operating assistance - WMATA				18,333,611.00
30	DMV	Motor Vehicle Fuels Sales tax				2,961,990.38
30	DMV	CROC			1,250,000.00	
31	Banks	Investment earnings		332.57	11,506.45	503,054.46
	TOTAL RECEIPTS		-	11,218.07	3,893,276.41	8,647,039.46
						30,183,654.75

NVTC
 RECEIPTS and DISBURSEMENTS
 October 2024

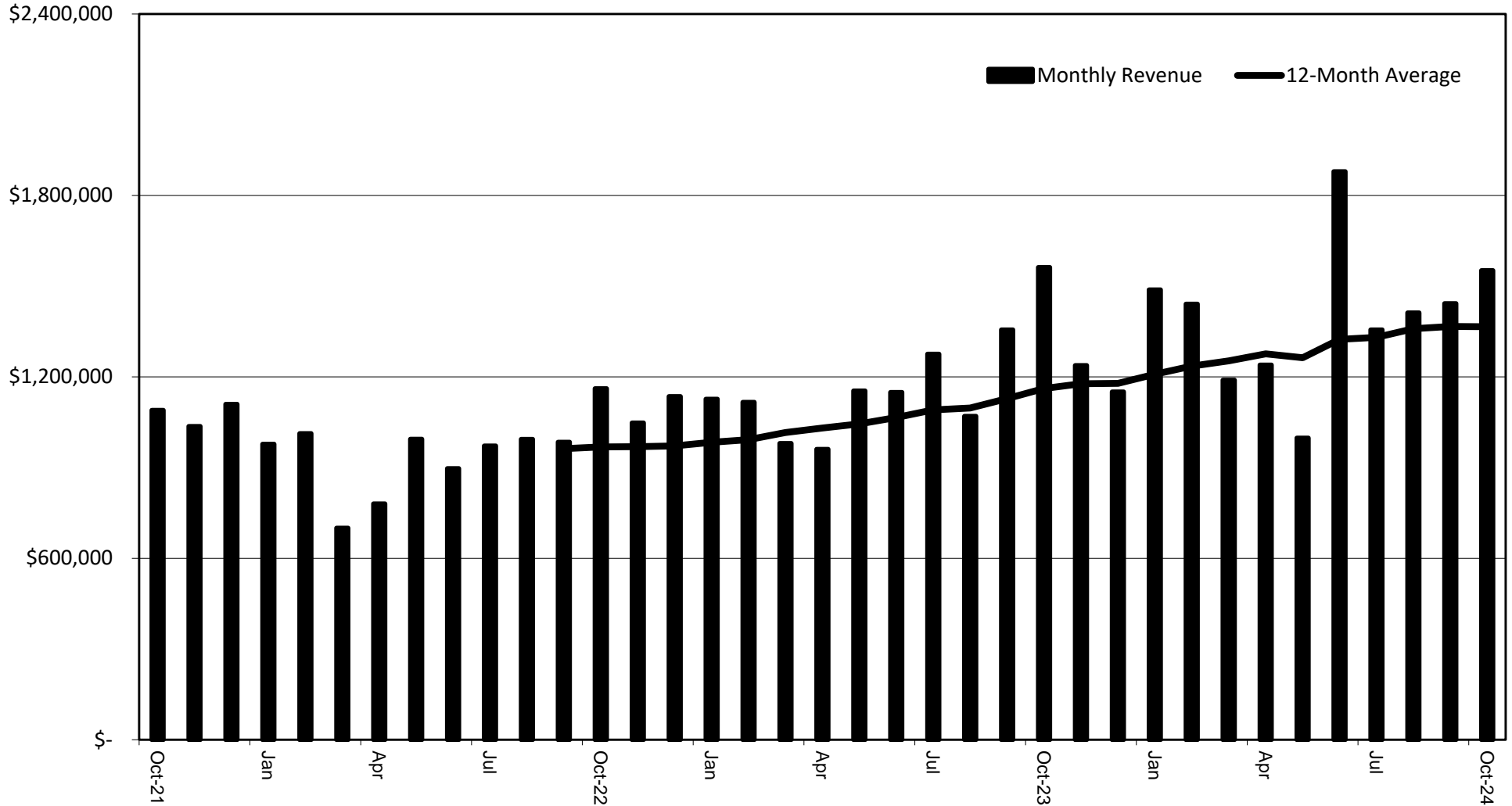
Date	Payer / Payee	Purpose	Virginia LGIP					
			Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts	
DISBURSEMENTS								
1-31	Various	G&A expenses	(330,250.83)					
1	WMATA	Metrobus operating						(28,049,588.00)
1	WMATA	Metrorail operating						(44,888,579.00)
1	WMATA	MetroAccess operating						(4,018,330.00)
1	WMATA	Debt service						(3,844,902.00)
1	WMATA	CIP						(6,628,000.00)
1	WMATA	Project planning						(189,408.00)
2	VRE	CROC			(1,250,000.00)			
10	VRE	Grant revenue			(1,381,769.96)			
24	Cambridge	Consulting - Regional bus	(14,995.01)					
24	Marymount Univ	60th Anniversary	(6,176.00)					
30	VRE	CROC			(1,250,000.00)			
31	Banks	Service charges	(2.11)	(90.45)				
TOTAL DISBURSEMENTS			<u>(351,423.95)</u>	<u>(90.45)</u>	<u>(3,881,769.96)</u>		<u>-</u>	<u>(87,618,807.00)</u>
TRANSFERS								
4	Transfer	LGIP to checking	120,000.00		(120,000.00)			
18	Transfer	LGIP to checking	120,000.00		(120,000.00)			
24	Transfer	LGIP to checking	120,000.00		(120,000.00)			
NET TRANSFERS			<u>360,000.00</u>	<u>-</u>	<u>(360,000.00)</u>		<u>-</u>	<u>-</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 8,576.05</u>	<u>\$ 11,127.62</u>	<u>\$ (348,493.55)</u>	<u>\$ 8,647,039.46</u>	<u>\$ (57,435,152.25)</u>	

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2022-2025



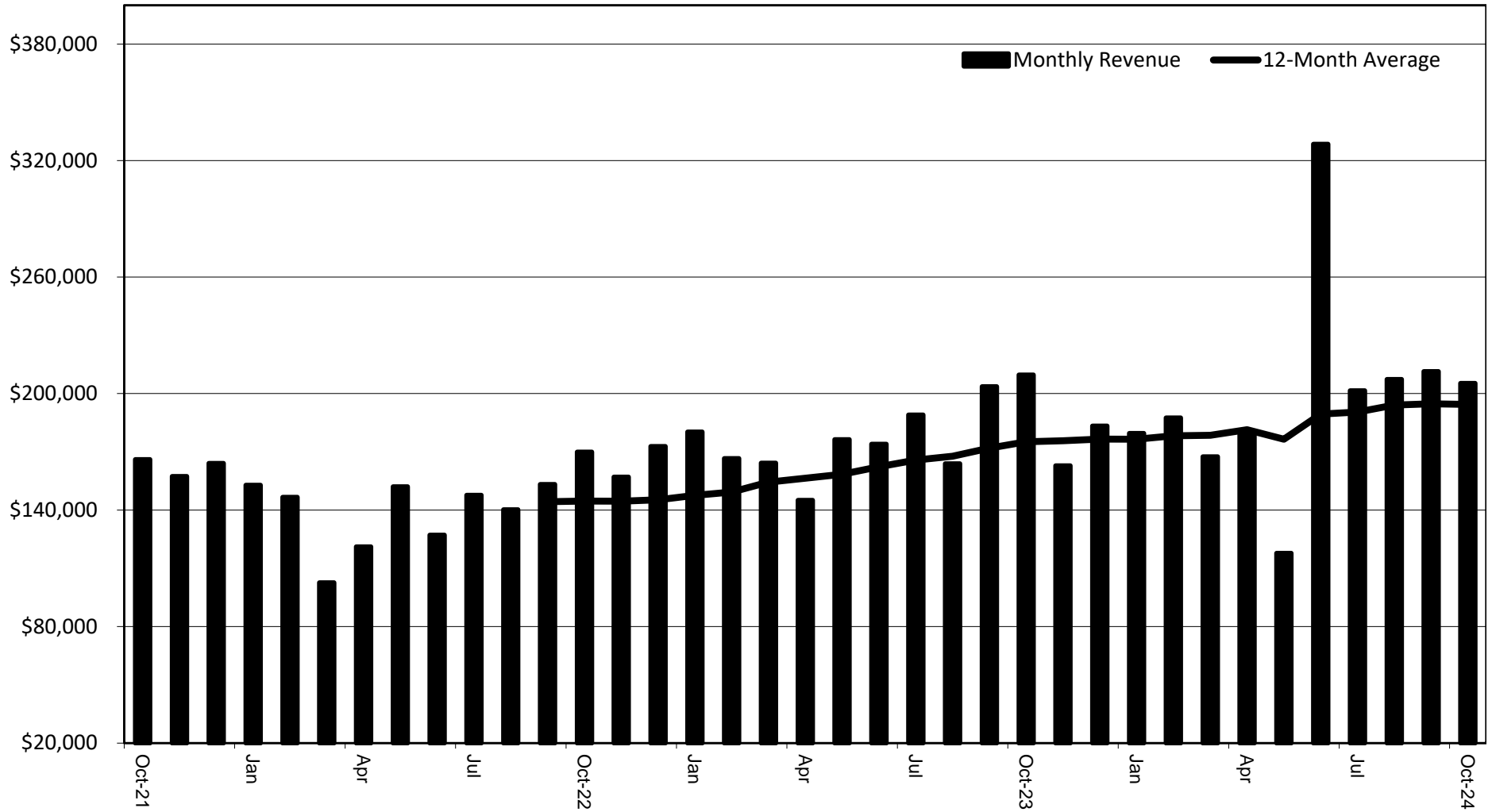
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2022-2025



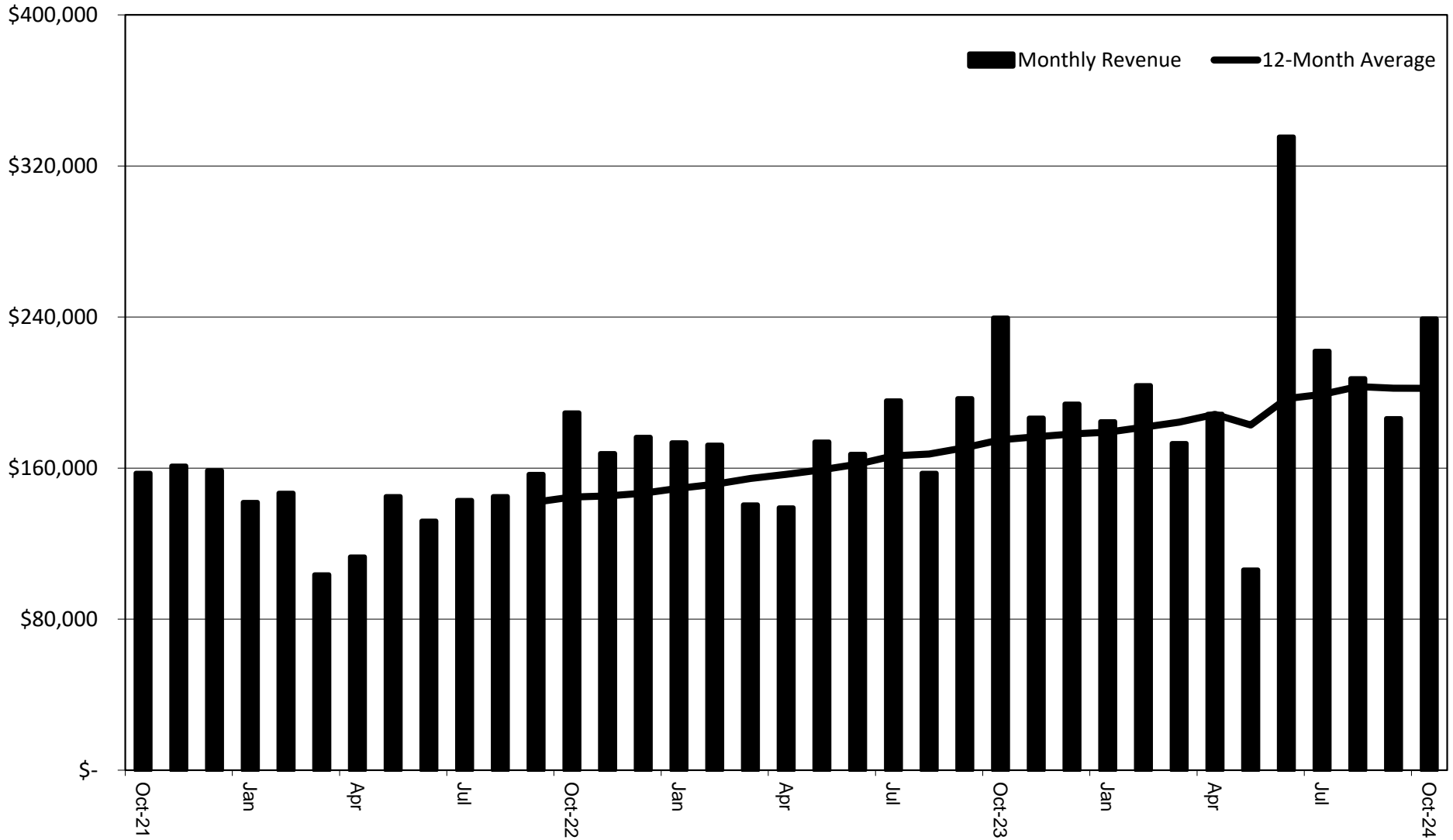
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2022-2025



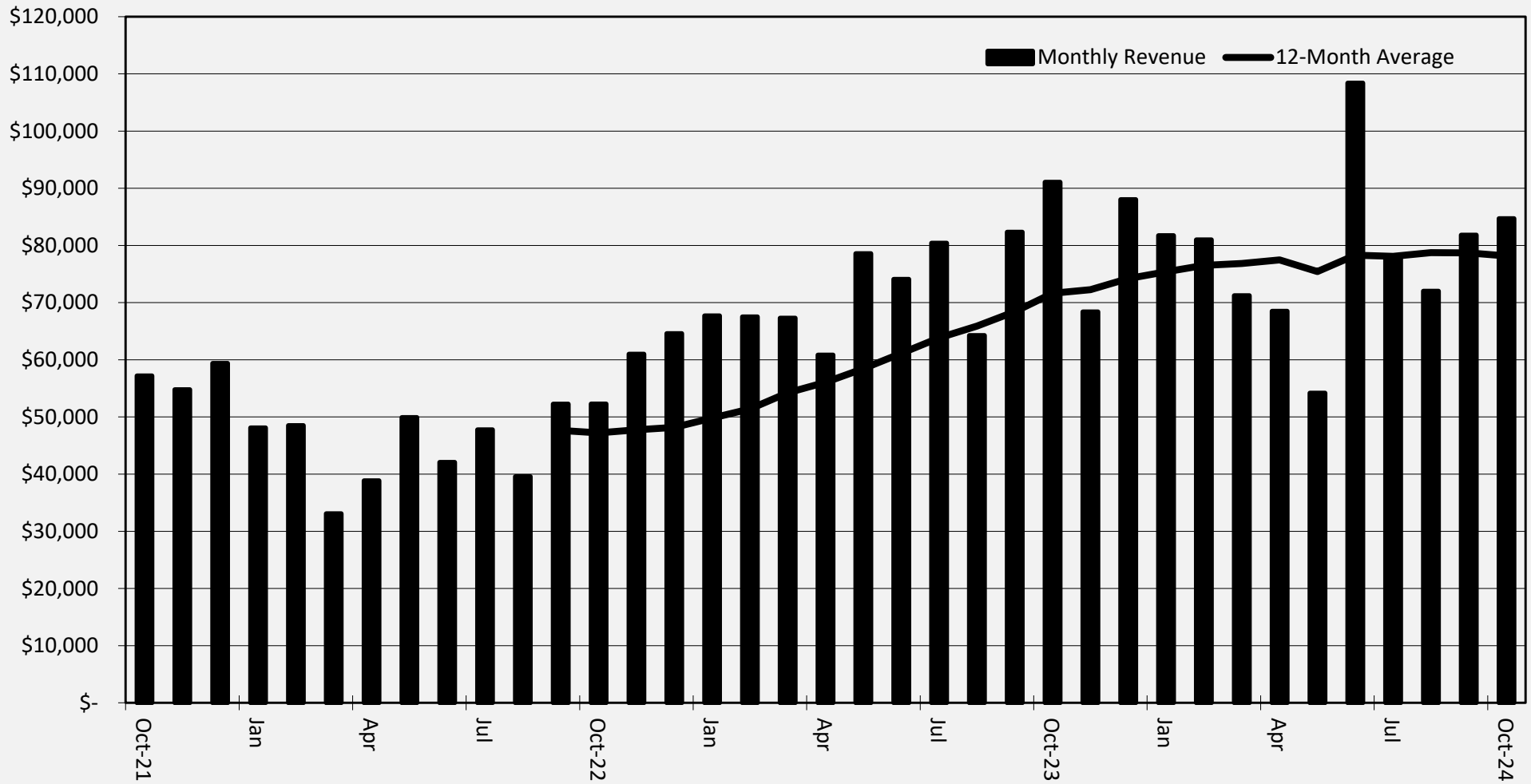
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2022-2025



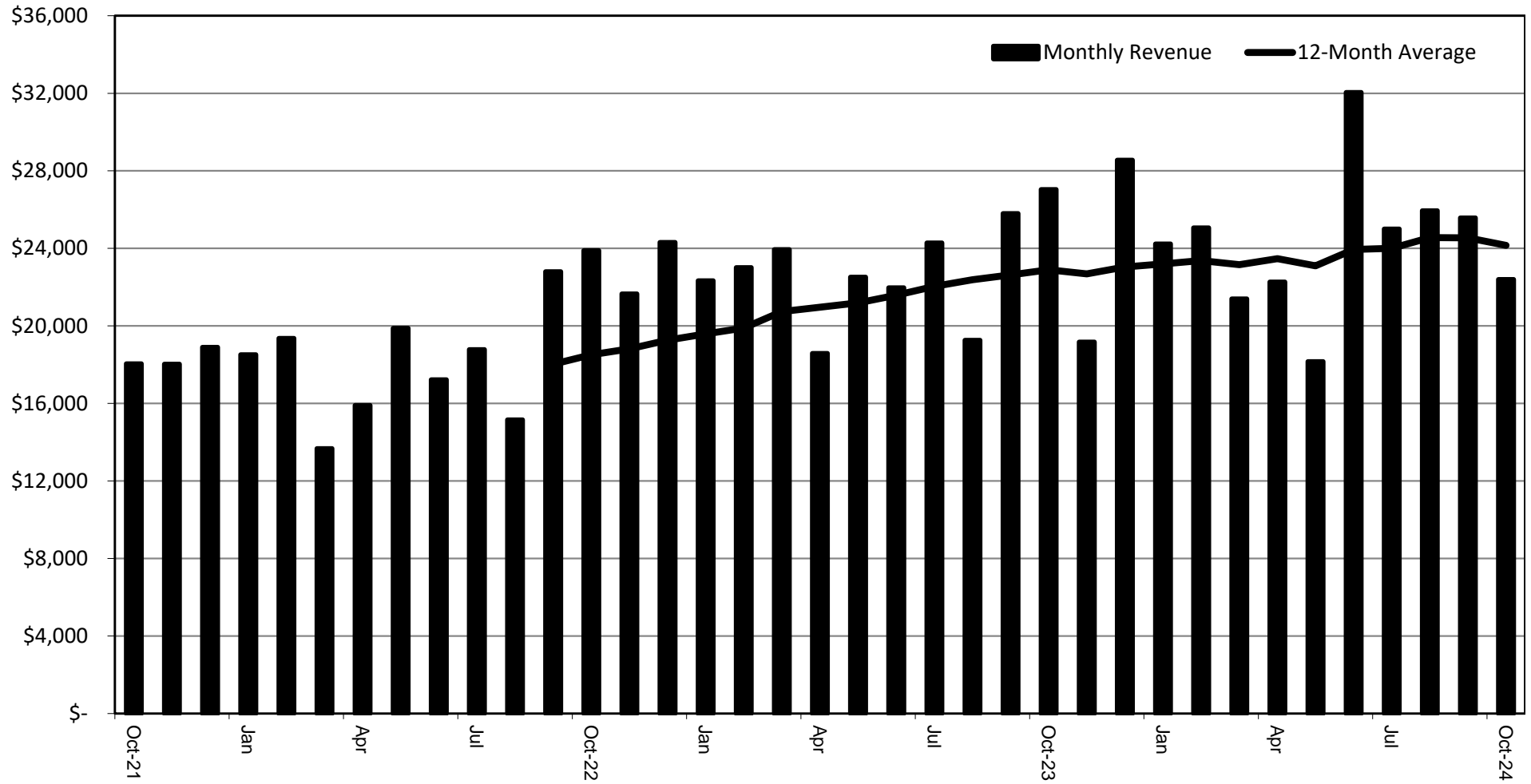
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2022-2025



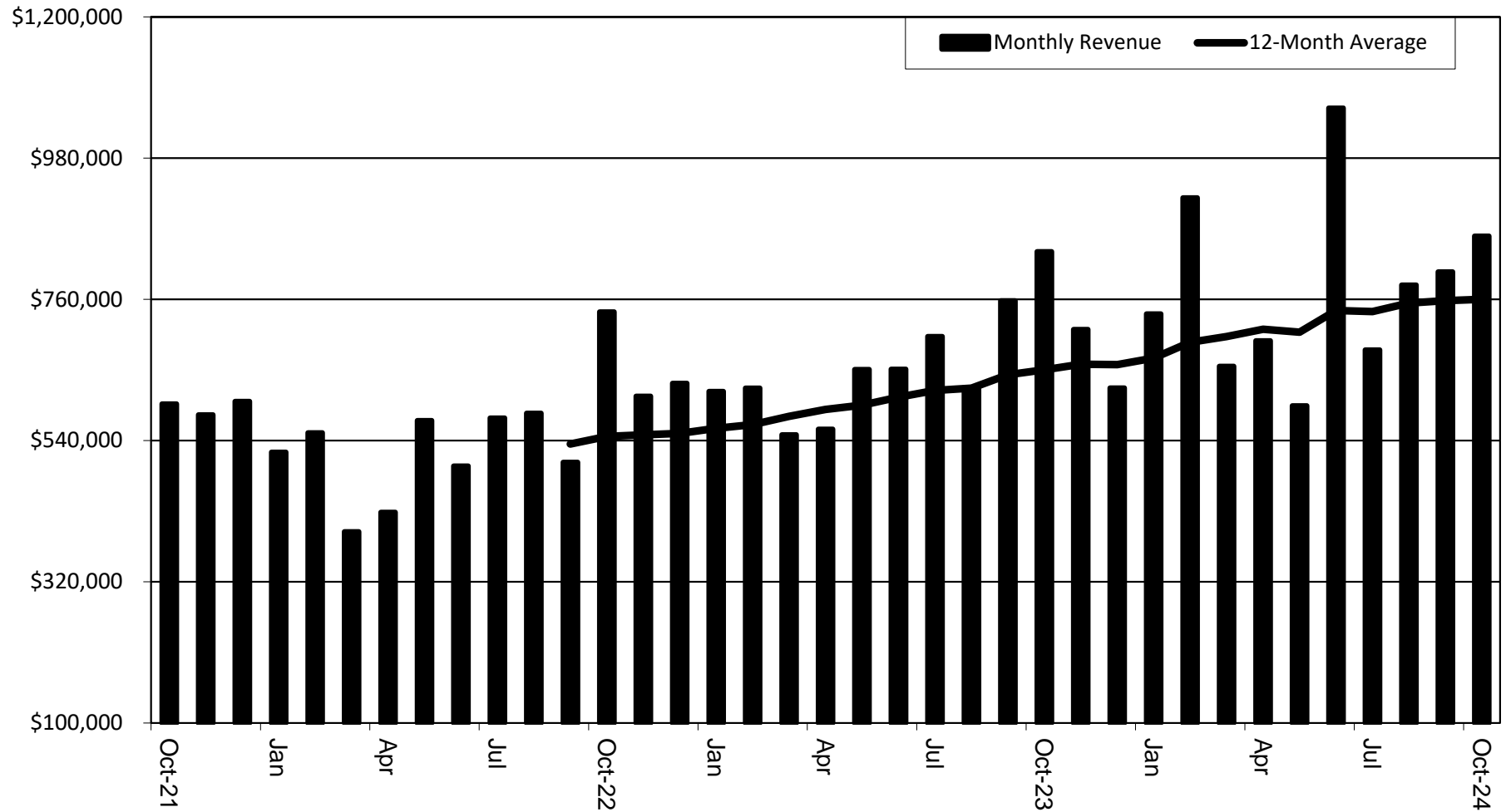
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2022-2025



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier .

NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2022-2025



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.