NVTC Executive Committee
Meeting
September 3, 2020

The meeting will start momentarily.

Meeting materials available at www.novatransit.org
Executive Committee Members

Katie Cristol  
NVTC Chair  
Arlington County

Canek Aguirre  
NVTC Vice Chair  
City of Falls Church

Eileen Filler-Corn  
Speaker of the House

David Meyer  
City of Fairfax

Paul Smedberg  
Commonwealth Appointee to the WMATA Board of Directors

Jeffrey McKay  
NVTC Secretary/Treasurer  
Fairfax County

Matt Letourneau  
NVTC Appointee  
The WMATA Board of Directors  
Loudoun County

Eileen Filler-Corn  
Speaker of the House

Dave Snyder  
City of Falls Church
NVTC Executive Committee
September 3, 2020 Meeting Agenda

1. Summary of the March 5, 2020 Executive Committee Meeting
2. Review of the September 3, 2020 NVTC Agenda
3. State of Northern Virginia Transit Service and Revenues
4. Upcoming Commission Activities
5. Closed Session
1. Summary of the March 5, 2020 Executive Committee Meeting

2. Review of the September 3, 2020 NVTC Agenda
The State of Public Transportation in Northern Virginia

Kate Mattice
Executive Director

Scott Kalkwarf
Director of Finance and Administration
Early in 2020, NOVA transit ridership was trending above 2019. Stay-at-home orders affected ridership on all transit services, but not equally.

Source: Department of Rail and Public Transportation
https://olqa.drpt.virginia.gov
Working from Home Trends

Source: University of Maryland COVID-19 Impact Analysis [https://data.covid.umd.edu/](https://data.covid.umd.edu/)
Level of Telework does affect NOVA Roadways differently

Sensitivity Test Results for Northern Virginia Morning Peak Period Vehicle Miles Traveled (VMT)

Freeways (top) and collectors (bottom) - did not see much reduced traffic, so the change will not be great as in-person work increases.

Arterials - typically connecting to most workplaces - did not see much reduced traffic, so the change will not be great as in-person work increases.

As more people return to work freeway/collector traffic will see a more dramatic traffic impact than arterials.

Source: MWCOG/TPB Version 2.3 Travel Demand Forecast Model
Which can translate into different impact by transit type

Current Telework Levels

Percent Change in Northern Virginia Commute Transit Trips by Type, Compared to Base

Service on Metrorail and VRE will see the greatest increases in demand as in-person work returns.

Source: NVTC Analysis based upon MWCOG/TPB Version 2.3 Travel Demand Forecast Model
NVTC Revenue Sources

Revenue through NVTC

• Regional Motor Fuels Tax
• DRPT Capital and Operating Assistance
• Commuter Choice I-66
• Commuter Choice I-395/95
• NVTC General and Administrative Budget

Revenue Direct to WMATA

• DRPT WMATA Capital Fund - Dedicated Funding
• DRPT PRIIA Match
NVTC Regional Motor Fuels Tax

NVTC Collections by Fiscal Year

Source: NVTC
NVTC Regional Motor Fuels Tax

Gross and NVTC Collections by Fiscal Year

Source: NVTC/Department of Motor Vehicles
NVTC Regional Motor Fuels Tax

Gross and NVTC Collections by Month

<table>
<thead>
<tr>
<th>Month</th>
<th>Tax Generated (NVTC Collects Two Month After)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/19</td>
<td>$3.7</td>
</tr>
<tr>
<td>6/19</td>
<td>$2.0</td>
</tr>
<tr>
<td>7/19</td>
<td>$3.5</td>
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<tr>
<td>8/19</td>
<td>$2.8</td>
</tr>
<tr>
<td>9/19</td>
<td>$2.7</td>
</tr>
<tr>
<td>10/19</td>
<td>$3.2</td>
</tr>
<tr>
<td>11/19</td>
<td>$2.8</td>
</tr>
<tr>
<td>12/19</td>
<td>$3.1</td>
</tr>
<tr>
<td>1/20</td>
<td>$2.8</td>
</tr>
<tr>
<td>2/20</td>
<td>$2.5</td>
</tr>
<tr>
<td>3/20</td>
<td>$2.2</td>
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<tr>
<td>4/20</td>
<td>$1.7</td>
</tr>
<tr>
<td>5/20</td>
<td>$2.3</td>
</tr>
<tr>
<td>6/20</td>
<td>$2.3</td>
</tr>
</tbody>
</table>

Source: NVTC / DMV
NVTC Regional Motor Fuels Tax

FY2021 Estimated Gross and NVTC Collections

- DMV does not prepare revenue projections of the regional motor fuels tax
- Assuming state-wide motor fuels tax revenue projections can be applied to the NVTC regional tax, gross revenue would decrease by about $6 million
- Withholding for WMATA & C-ROC Funds:

<table>
<thead>
<tr>
<th>Fund</th>
<th>FY2020</th>
<th>FY2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>WMATA Capital Fund</td>
<td>$14.4</td>
<td>$22.2</td>
</tr>
<tr>
<td>VRE C-ROC Fund</td>
<td>$5.6</td>
<td>$5.6</td>
</tr>
<tr>
<td></td>
<td>$20.0</td>
<td>$27.8</td>
</tr>
</tbody>
</table>

Source: NVTC / DMV
## DRPT Capital and Operating Assistance

### NVTC Assistance

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Capital</td>
<td>$25.3</td>
<td>$19.8</td>
<td>$27.1</td>
<td>$25.9</td>
<td>$74.8</td>
<td>$24.8</td>
</tr>
<tr>
<td>Local Operating</td>
<td>$19.8</td>
<td>$23.8</td>
<td>$22.7</td>
<td>$23.74</td>
<td>$24.8</td>
<td></td>
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<tr>
<td>WMATA Op &amp; Cap</td>
<td>$144.9</td>
<td>$144.9</td>
<td>$148.1</td>
<td>$154.3</td>
<td>$159.0</td>
<td>$159.0</td>
</tr>
</tbody>
</table>

*Table does not include $2.9M in FY2020 supplemental crisis funding for local operations

Source: NVTC / DRPT SYIP
### Official and Interim Standard Commonwealth Transportation Fund Forecasts

<table>
<thead>
<tr>
<th></th>
<th>Fiscal Year 2021</th>
<th>Growth over FY20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Official</td>
<td>Interim</td>
</tr>
<tr>
<td>Motor Fuels Taxes (1)</td>
<td>1,124.6</td>
<td>1,010.4</td>
</tr>
<tr>
<td>Priority Transportation Fund (2)</td>
<td>197.6</td>
<td>181.4</td>
</tr>
<tr>
<td>Motor Vehicles Sales Tax (3)</td>
<td>1,038.9</td>
<td>929.9</td>
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<tr>
<td>Retail Sales Tax</td>
<td>1,183.0</td>
<td>1,021.6</td>
</tr>
<tr>
<td>Motor Vehicle License Fees</td>
<td>223.5</td>
<td>223.5</td>
</tr>
<tr>
<td>All Other Revenue</td>
<td>186.9</td>
<td>186.9</td>
</tr>
<tr>
<td>Total (4)</td>
<td><strong>3,954.5</strong></td>
<td><strong>3,553.7</strong></td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Fiscal Year 2022</th>
<th>Growth over FY21</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Official</td>
<td>Interim</td>
</tr>
<tr>
<td>Motor Fuels Taxes (1)</td>
<td>1,371.5</td>
<td>1,255.6</td>
</tr>
<tr>
<td>Priority Transportation Fund (2)</td>
<td>205.9</td>
<td>205.9</td>
</tr>
<tr>
<td>Motor Vehicles Sales Tax (3)</td>
<td>1,062.1</td>
<td>981.0</td>
</tr>
<tr>
<td>Retail Sales Tax</td>
<td>1,202.1</td>
<td>1,050.2</td>
</tr>
<tr>
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<td>224.9</td>
<td>224.9</td>
</tr>
<tr>
<td>All Other Revenue</td>
<td>197.0</td>
<td>197.0</td>
</tr>
<tr>
<td>Total (4)</td>
<td><strong>4,263.5</strong></td>
<td><strong>3,914.6</strong></td>
</tr>
</tbody>
</table>

**Notes:**
1. Includes aviation and road tax
2. Insurance premiums tax
3. Includes rental tax
4. Total state taxes and fees.
Commuter Choice I-66

Revenue by Fiscal Year

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>MOA</th>
<th>COVID Impact</th>
<th>NVTC Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2017</td>
<td>$9.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY2018</td>
<td>$5.7</td>
<td></td>
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<tr>
<td>FY2019</td>
<td>$15.4</td>
<td></td>
<td>$10.6</td>
</tr>
<tr>
<td>FY2020</td>
<td>$7.0</td>
<td>$6.4</td>
<td></td>
</tr>
<tr>
<td>FY2021</td>
<td>$3.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY2022</td>
<td>$15.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Commuter Choice I-395/95

• Under a 68-year agreement with the Commonwealth, NVTC and PRTC receive a $15 million escalating concessionaire payment from the I-395/95 tolling facility to fund a program of projects to benefit the users of the corridor.

• The commissions have agreed NVTC will administer the program.

• The initial payment was due at the start of tolling in the Fall of 2019, with annual payments on the anniversary date.
NVTC General & Administrative Budget

- As required by the Code of Virginia, NVTC prepares an annual budget of its general and administrative activities to determine the member jurisdiction contributions.
- The local contributions are made in two ways:
  - Direct contribution payments from the localities
  - Revenue taken off the top of state assistance received by NVTC as reimbursement of jurisdiction transit expenditures
- Other G&A funding sources include:
  - Commuter Choice revenue for the administration and marketing of the program
  - NVTC project grant revenue
  - Interest
  - Carryover of prior year surplus
NVTD Fund, $20.0
Grantor's Tax, $32.5
Transient Occupancy Tax, $48.6
NVTC Jurisdictions, $27.1
NVTC Fuels Tax, $22.2
Motor Vehicle Rental Tax, $10.8

FY2021 Pre-COVID Revenue Projections ($161.2 M)
DRPT WMATA PRIIA Match

• As a condition of receiving $150 million annually in federal funding under the Passenger Rail Investment and Improvement Act (PRIIA), Maryland, the District and Virginia each committed to provide a $50 million annual match.

• DRPT has provided the match through transportation bond revenues, which will continue through FY2021

• Beginning in FY2022, the match will be off the top of DRPT revenues
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4. Upcoming Commission Activities

- Fall actions expected on the Commuter Choice Program, WMATA Annual Report, NVTC 3% Cap Working Group, NVTC Annual Legislative and Policy Agenda

- Legislative and Policy Committee is scheduled to September 10 at 4:00 pm

- Program Advisory Committee is scheduled to meet virtually on September 17 at 5:00 pm

- Immediately following that meeting, the WMATA Committee will meet virtually at 6:00 pm.

- The WMATA Committee will then meet again on October 29 at 6:00 pm.

Save the date for

NVTC-PRTC Joint Virtual Legislative Briefing
Monday December 7th at 8:30 am
5. Closed Session

Chair Cristol will request a motion to move into Closed Session to discuss a personnel matter.
NVTC’s Executive Committee 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.
NVTC Executive Committee is back in Open Session.

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