NVTC Commission Meeting
September 3, 2020

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
1. Opening Remarks
2. Electronic Participation
   A. Resolution #2417 Finding Need to Conduct September 3, 2020 Meeting Electronically
   B. Public Comments Received during Declared Emergency
3. Approval of July 2, 2020 Meeting Minutes
4. Washington Metropolitan Area Transit Authority
5. State of Transit in Northern Virginia
6. Legislative Update
7. Transit Resource Center
8. Commuter Choice Program
9. Department of Rail and Public Transportation
10. Virginia Railway Express
11. Executive Director Report
12. Closed Session

Note: #6 Legislative Update may be presented ahead of #3 Approval of July Minutes
2. Electronic Participation

A. ACTION ITEM: Approve NVTC Resolution #2417: Finding Need to Conduct the September 3, 2020 Meeting Electronically

B. Staff have provided Commissioners with written comments received prior to 3PM on September 3.
Tribute to Former NVTC Commissioner Joe Alexander

- Represented the Lee District on the Fairfax County Board of Supervisors for 32 years
- Served on NVTC for 31 years
- Founding member of NVTC and the VRE Operations Board
- Transit advocate through American Public Transportation Association (APTA) and Virginia Transit Association (VTA)
6. Legislative Update

EILEEN FILLER-CORN  
Speaker of the House

ADAM EBBIN  
Virginia Senate
6. Legislative Update

KATE MATTICE
NVTC EXECUTIVE DIRECTOR

AIMEE PERRON-SEIBERT
NVTC LEGISLATIVE LIAISON
3. Approve July 2, 2020 Meeting Minutes

ACTION ITEM: Approve the Meeting Minutes from the July 2, 2020 Commission Meeting
4. Washington Metropolitan Area Transit Authority

A. Presentation from the WMATA CEO (postponed)
B. Report on the WMATA COVID-19 Responses
C. Report from the Virginia WMATA Board Members
D. Report from the Chair of the 3% Cap Working Group

- Budget amendment to Commonwealth’s FY2020 budget
- NVTC chair to convene a working group to study the impact of the 3% operating cap on the Virginia WMATA subsidy
- 3% operating cap established in 2018 WMATA dedicated funding legislation
- Report due November 10
4. WMATA (continued)

E. Report from the Chair of the NVTC WMATA Committee

Next NVTC WMATA Committee meetings are September 17 and October 29
The State of Public Transportation in Northern Virginia

Kate Mattice
Executive Director

Scott Kalkwarf
Director of Finance and Administration
Outline

• Current Trends and Actions
• Commuter Travel and Outlook
• Rider Perception and Challenges
• Transit Revenue Outlook
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
Transit provided the essential service for the region’s essential workers.

Initial Service Changes

- Continued key routes to essential workplaces
- Rightsized service to respond to ridership needs, operator safety
- Eliminated front-door boarding on buses / reduced “touch” opportunities

Enhanced Safety Measures

- Stepped up cleaning
- Social distancing markings
- Driver safety shields
- Contactless boarding
- Mask requirements
Transit Boardings have already declined 26.3M from 2019 to 2020

Monthly Total Transit Boardings (Northern Virginia Comparison)

Source: Department of Rail and Public Transportation [https://olga.drpt.virginia.gov](https://olga.drpt.virginia.gov)
Bus boardings show a less dramatic decline (10M from 2019 to 2020)

Monthly Total Bus Transit Boardings Northern Virginia Comparison

Source: Department of Rail and Public Transportation [https://olga.drpt.virginia.gov](https://olga.drpt.virginia.gov)
More transit options are coming online.

Worker and rider safety will continue to be top priorities.

- Metrorail and Metrobus moved to near-normal service in August
- Dunn Loring and Vienna Metrorail stations reopen September 8 (end of Platform Improvement Project)
- Fairfax Connector returned to full service this past weekend (August 29)
- ART returned to near-normal service in August
- DASH to return to 80% of service September 13
But increased work-from-home will affect our travel networks.

- Commuter travel represents 66% of weekday transit trips in Northern Virginia.
- Pre-COVID, regional telework was consistent at 10% of commuters (TPB Household Travel Survey).
- Telework is not even across income levels:
  - Typical options are in higher income brackets (>$50,000 household income).
- Impact of telework is not even across transit modes.
- Non-work transit travel is still affected.
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)
- Arterials – typically connecting to most workplaces

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

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

Source: MWCOG/TPB Version 2.3 Travel Demand Forecast Model
And as in-person work increases, the demand on rail will increase.

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
Perceptions of safety on transit will continue to affect ridership

- Early CDC guidance cautioned against transit use but was found to be baseless, if masks/distancing required
- National surveys still show riders have concern with returning to transit
- Cleaning protocols, spacing and ventilation appear to be greatest rider concerns
- Marketing/communication efforts will vital to improving confidence
NOVA transit services are ready to welcome back riders

• Transit need may morph and change, but it is still too early to predict
• All systems continually review and refine their service plans, but it does take time
• Fare revenues are important to the operational health of all transit systems
• Restoring confidence in riding will be important
• Aligning service with safe capacity and needs will continue to be important
Transit 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

Gross and NVTC Collections by Fiscal Year

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

Gross and NVTC Collections by Month

Month Tax Generated (NVTC Collects Two Month After)

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><strong>Total</strong></td>
<td><strong>$20.0</strong></td>
<td><strong>$27.8</strong></td>
</tr>
</tbody>
</table>

Source: NVTC / DMV
DRPT Capital and Operating Assistance

NVTC Assistance

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

Source: NVTC / DRPT SYIP
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>
<td></td>
</tr>
<tr>
<td>FY2019</td>
<td>$15.4</td>
<td></td>
<td>$7.0</td>
</tr>
<tr>
<td>FY2020</td>
<td>$10.6</td>
<td></td>
<td>$6.4</td>
</tr>
<tr>
<td>FY2021</td>
<td>$3.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY2022</td>
<td>?</td>
<td></td>
<td>$15.0</td>
</tr>
</tbody>
</table>
Other Areas We are Monitoring

1. GA Special Session impact on State Funding
2. Commuter Choice I-395/95
   • MOA anticipates $15M+ escalation each year
   • Revenues are based upon toll collections by Transurban
3. Other DRPT WMATA Funding
   • Dedicated Capital Funding ($154.5M Budgeted)
   • Proportional dedicated funding by Maryland and DC
   • State PRIIA Match ($50M budgeted)
4. NVTA 30% Funding
   • Used by many localities to support WMATA and local transit operations
5. Federal Formula Programs and Relief Funding
   • FAST Act to expire Sept 30th
   • CARES Act funding being expended by WMATA, VRE, PRTC
Questions

Kate Mattice
Executive Director

Scott Kalkwarf
Director of Finance and Administration
7. Transit Resource Center

- Overview of TBEST (Transit Boardings Estimation and Simulations Tool), NVTC’s transit planning tool
- Demonstration of NVTC technical support for Northern Virginia transit planning.
TBEST Overview

• Developed to support agencies’ transit development plans (TDPs), via approved ridership estimation methodology
• Utilizes parcel land use, regional demographic and census data to analyze transit networks and forecast ridership
• Three main transit performance data and graphical outputs
  ▪ Ridership Estimation/stop level demand projection
  ▪ Socioeconomic and land use market analysis
  ▪ Rider travel time/network accessibility modeling
• Jurisdictional analysis, service and operations analysis, Title VI, equity analysis
• NVTC support for NoVa jurisdictional planning, regional analysis, program evaluation
  ▪ Fairfax Connector
  ▪ Alexandria DASH
  ▪ DRPT
Ridership Estimation

- Ridership is calculated for each unique stop for every route and time period.
- TBEST performs comparative scenario analysis: base (existing service) versus proposed alternative.
- TBEST can analyze changes in socioeconomic conditions, local or regional.

Stop-level direct and transfer boardings.

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Additional Boardings (+)</th>
<th>Direct Boardings</th>
<th>Transfer Boardings</th>
<th>Total Boardings</th>
<th>Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>AT1</td>
<td>1,081</td>
<td>1,610</td>
<td>2,592</td>
<td>4,603</td>
<td>41,629</td>
</tr>
<tr>
<td>AT10</td>
<td>334</td>
<td>496</td>
<td>900</td>
<td>1,396</td>
<td>10,771</td>
</tr>
<tr>
<td>AT2</td>
<td>1,097</td>
<td>1,503</td>
<td>2,473</td>
<td>4,476</td>
<td>45,504</td>
</tr>
<tr>
<td>AT3</td>
<td>512</td>
<td>727</td>
<td>1,199</td>
<td>1,926</td>
<td>29,973</td>
</tr>
<tr>
<td>AT30</td>
<td>56</td>
<td>63</td>
<td>12</td>
<td>81</td>
<td>9</td>
</tr>
<tr>
<td>AT4</td>
<td>452</td>
<td>667</td>
<td>1,089</td>
<td>1,756</td>
<td>19,991</td>
</tr>
<tr>
<td>AT5</td>
<td>859</td>
<td>1,482</td>
<td>2,233</td>
<td>4,157</td>
<td>57,337</td>
</tr>
<tr>
<td>AT6</td>
<td>641</td>
<td>749</td>
<td>1,104</td>
<td>1,845</td>
<td>39,577</td>
</tr>
<tr>
<td>AT7</td>
<td>323</td>
<td>686</td>
<td>197</td>
<td>919</td>
<td>34,715</td>
</tr>
<tr>
<td>AT9</td>
<td>2,474</td>
<td>2,799</td>
<td>4,002</td>
<td>9,290</td>
<td>32,919</td>
</tr>
<tr>
<td>Totals</td>
<td>7,917</td>
<td>11,259</td>
<td>18,474</td>
<td>38,640</td>
<td>383,972</td>
</tr>
</tbody>
</table>

Northern Virginia Transportation Commission 35
Demographic & Employment Market Analysis

Socioeconomic and land use data capture.

- TBEST performs analysis on all census market variables including: Title VI, employment type, primary language (LEP), education level, auto ownership, household attributes, income, population demographics
- Analyses existing and future parcel land use detail and trip potential including residential, mixed use, commercial and industrial categories
- Further analysis possible with multimodal mobility areas, demographic queries
How many people are within 100 minutes of transit travel time of EFC Metro?

- Transit accessibility models allow visualization of riders’ travel time using the transit network.
- Calculates travel time and accessible demographics from user-defined origins and destinations.
- Additional filters for demographics, number of transfers, maximum and minimum distance, jurisdictional boundaries.
- Can be used in comparative scenario evaluation, transit gap analysis.

### Travel Time (min) Total Population % Market Area

<table>
<thead>
<tr>
<th>Travel Time (min)</th>
<th>Total Population</th>
<th>% Market Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>32</td>
<td>0.00%</td>
</tr>
<tr>
<td>2-10</td>
<td>3,528</td>
<td>0.30%</td>
</tr>
<tr>
<td>11-19</td>
<td>26,270</td>
<td>2.08%</td>
</tr>
<tr>
<td>20-26</td>
<td>71,284</td>
<td>6.09%</td>
</tr>
<tr>
<td>27-32</td>
<td>135,050</td>
<td>11.32%</td>
</tr>
<tr>
<td>33-39</td>
<td>193,114</td>
<td>16.37%</td>
</tr>
<tr>
<td>40-46</td>
<td>273,171</td>
<td>23.00%</td>
</tr>
<tr>
<td>47-54</td>
<td>395,042</td>
<td>33.62%</td>
</tr>
<tr>
<td>55-62</td>
<td>476,857</td>
<td>40.34%</td>
</tr>
<tr>
<td>63-70</td>
<td>580,256</td>
<td>48.64%</td>
</tr>
<tr>
<td>71-78</td>
<td>662,864</td>
<td>54.31%</td>
</tr>
<tr>
<td>79-85</td>
<td>718,844</td>
<td>60.57%</td>
</tr>
<tr>
<td>86-92</td>
<td>810,899</td>
<td>67.01%</td>
</tr>
<tr>
<td>93-100</td>
<td>881,310</td>
<td>73.00%</td>
</tr>
</tbody>
</table>

Accessible Market Total: 881,310 (100.00%)
Next steps for NVTC and TBEST

Continue jurisdictional support, further develop TBEST applications.

- Update socioeconomic database for Census 2020, maintain and improve modeling capabilities
- Continue to assist local, regional and state partners with TBEST technical assistance
- Look to utilize TBEST resources in NVTC Transit Resource Center studies and research
8. Commuter Choice Program

- Commuter Choice on the I-66 Corridor Round Four Program Update
- Commuter Choice on the I-395/95 Corridor Update
Commuter Choice on the I-66 Corridor
Round Four (FY 2021-2022) Program Update
### Applications Under Consideration for Funding

<table>
<thead>
<tr>
<th>Applicant</th>
<th>I-66 Round Four (FY 2021-2022) Application Title</th>
<th>Application Score (100 Points)</th>
<th>Funding Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington County</td>
<td>Ballston-MU Metrorail Station West Entrance - Deferred</td>
<td>97</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Fairfax County</td>
<td>McLean Metro Station North Entrance</td>
<td>85</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Loudoun County</td>
<td>Renewal of Metro Connection Route 88X Dulles South Extension - Deferred</td>
<td>81</td>
<td>$649,819</td>
</tr>
<tr>
<td>OmniRide</td>
<td>Renewal of Bus Service from Gainesville to Pentagon/Navy Yard</td>
<td>80</td>
<td>$461,100</td>
</tr>
<tr>
<td>City of Falls Church</td>
<td>Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center</td>
<td>73</td>
<td>$3,305,967</td>
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<td>Renewal of Bus Service from Haymarket to Rosslyn</td>
<td>71</td>
<td>$137,100</td>
</tr>
<tr>
<td>OmniRide</td>
<td>New Bus Service from Gainesville to NoMa - Deferred</td>
<td>63</td>
<td>$3,886,200</td>
</tr>
<tr>
<td>OmniRide</td>
<td>TDM Strategy - I-66 Corridor Vanpool Parking Benefit</td>
<td>62</td>
<td>$85,000</td>
</tr>
<tr>
<td>Fairfax County</td>
<td>New Bus Service from Reston South to Crystal City</td>
<td>59</td>
<td>$5,110,800</td>
</tr>
<tr>
<td>City of Fairfax</td>
<td>City of Fairfax Bike Share Implementation</td>
<td>59</td>
<td>$460,000</td>
</tr>
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<td>Arlington County</td>
<td>Lee Highway HOV and Bus-Only Lane in Rosslyn</td>
<td>57</td>
<td>$710,000</td>
</tr>
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<td>Town of Vienna</td>
<td>New Park and Ride at Patrick Henry Library</td>
<td>56</td>
<td>$5,050,000 *</td>
</tr>
<tr>
<td>Loudoun County</td>
<td>Renewal of Purcellville Metro Connection Bus Service</td>
<td>52</td>
<td>$709,030 *</td>
</tr>
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<td>Fairfax County</td>
<td>TDM Strategy - Fare Buy Down on Bus Service from Reston North to Crystal City</td>
<td>44</td>
<td>$154,500</td>
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</tbody>
</table>

* Reduced relative to original funding request.
I-66 Round Four (FY 2021-2022)
Revenue Available for New Projects

$25M
Pre-COVID estimate for FY 2021-2022, per MOA

~$4M in FY 2021

$??? in FY 2022
Prioritize renewals of existing services and small capital projects
Commission and CTB would approve just this program this fall

“Round 4A”
Fall 2020
~$4M *

“Round 4B”
Anticipated June 2021
Dependent on Funding

* NVTC’s administration/oversight activities for the two-year period would also be programmed from available funds (does not affect the $4M available for new projects).
# I-66 Round Four (FY 2021-2022) Staff-Recommended “Round 4A” Program

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<tr>
<td><strong>TOTAL FUNDING REQUEST</strong></td>
<td></td>
<td></td>
<td><strong>$3,477,230</strong></td>
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<td>TDM Strategy - Fare Buy Down on Bus Service from Reston North to Crystal City</td>
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<td>$154,500</td>
</tr>
</tbody>
</table>

**TOTAL FUNDING REQUEST** $13,706,267
I-66 Round Four (FY 2021-2022) “Round 4A” Next Steps

**Sep.**
- **Public Comment** including a virtual town hall meeting
- **Program Advisory Committee** to endorse the program for the full Commission’s consideration

**Oct.**
- **Commission Action** to approve the program
- **CTB Briefing** on the programming approach and Commission-approved program

**Dec.**
- **CTB Action** to approve the program
Commuter Choice on the I-395/95 Corridor

Program Update
Staff are working with our Commonwealth partners to understand how COVID-19 may affect available revenue.
### Technical Evaluation Process

*From the Commuter Choice on the I-66 Corridor Call for Projects (Fall 2019)*

#### Technical Merit

<table>
<thead>
<tr>
<th>Category</th>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Person Throughput</td>
<td>45%</td>
<td></td>
</tr>
<tr>
<td>Travel Time Savings</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Transportation Connections</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Accessibility</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Congestion Mitigation</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Key Aspects

- **Annualized Cost Effectiveness**
- **Applicant Preference**
- **Interagency Collaboration**

<table>
<thead>
<tr>
<th>Category</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annualized Cost Effectiveness</td>
<td>15 points</td>
</tr>
<tr>
<td>Applicant Preference</td>
<td>10 points</td>
</tr>
<tr>
<td>Interagency Collaboration</td>
<td>5 points</td>
</tr>
</tbody>
</table>

Results in a technical score (max 100 points) provided to Commission and public for consideration.
Proposed Policy Changes
Would take effect with the I-395/95 Round Two call for projects

Framework for Larger Capital Projects
- Ensure funding obligation and expenditure deadlines are met
- Accommodate programming for larger funding awards

Minimum Funding Award Amount
- Commensurate with recipients’ administrative responsibilities

Transportation Demand Management Project Requirements
- Ensure standalone efforts are targeted to toll payers and have measurable benefits

Partner Support Documentation Requirement
- Ensure that projects that significantly involve a third party (VDOT, WMATA, etc.) will proceed smoothly if funded
9. Department of Rail and Public Transportation

A. DRPT Monthly Report
B. Quarterly Updates on WMATA Reform
10. Virginia Railway Express

A. VRE COVID-19 Response
B. VRE CEO Report and Minutes
C. FY 2022 VRE Key Budget Issues
10. Executive Director’s Report

A. Executive Director Newsletter
B. NVTC Financial Reports (June and July 2020)

Save the date for
NVTC-PRTC Joint Virtual Legislative Briefing
Monday December 7th at 8:30 am
Commissioner Comments

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

Next Commission Meeting is October 1, 2020
12. Closed Session

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

Chair Cristol will request a motion to certify the Closed Session.
Meeting is adjourned. Thank you for attending.