

Advancing Transit

2022 YEAR IN REVIEW



Advancing Transit

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Executive Summary

Since the start of the COVID-19 pandemic, much of the conversation on public transit has centered around trying to predict the new normal. We may look back at 2022 as the year that new normal came into focus.

While the federal government and private employers have signaled a desire to bring workers back in person more often, working from home at least part of the week remains the reality for many workers.

This sustained shift away from daily commuting continues to impact ridership of Metro and Virginia Railway Express (VRE) and the traffic on our roadways. Meanwhile, we have documented strong growth in weekend ridership and rebounding toll revenues, which benefit NVTC's Commuter Choice program. Bus ridership continues to be a high point, with the number of people riding near pre-pandemic levels. Metro, VRE and the six bus systems that serve Northern Virginia continue to consider how they might adjust to match service to the needs of riders.

We also celebrated a monumental milestone in 2022 with the opening of Phase 2 of Metro's Silver Line. The start of service realized a six-decade dream of bringing a train connection to Dulles International Airport and brought Loudoun County into the Metrorail system.

Other bright spots included tallying the successes of the first five years of the Commuter Choice program, advancing the planning for our Envision Route 7 Bus Rapid Transit (BRT) system and aiding Northern Virginia's agencies in the transition to zero-emission buses.

Our region has shown resilience over the past few years and NVTC will continue to work in the coming year to support our transit agencies and jurisdictions to keep Northern Virginia moving.



Kate Mattice
Executive Director



Canek Aguirre 
NVTC Chair


Commission Officers

2022 NVTC Officers




Canek Aguirre 
NVTC Chair
City of Alexandria



Dalia Palchik 
NVTC Vice-Chair
Fairfax County




Matt de Ferranti 
Secretary-Treasurer
Arlington County




Katie Cristol 
Immediate Past Chair
Arlington County

NVTC Committee Chairs



David Meyer 
Legislative and
Policy Committee

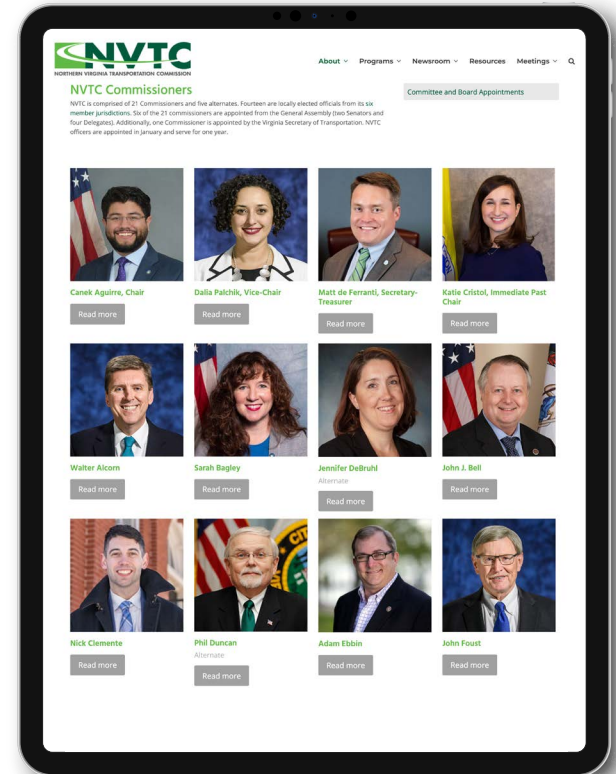



David Snyder 
Program Advisory
Committee



Walter Alcorn 
WMATA Committee

Meet Our Commissioners Online

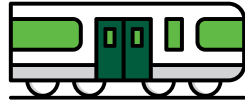


[View All Commissioners Here](https://novatransit.org/commissioners) 
 (novatransit.org/commissioners)

Financial Management

Total NVTC Fiscal Year 2022 Revenue

**\$447.7
million**



\$265.1 million STATE ASSISTANCE

State assistance for Metro operating and capital commitments of the NVTC jurisdictions, contracted through NVTC with the Department of Rail and Public Transportation (DRPT), came to \$265.1 million.



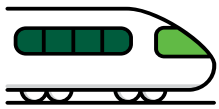
\$63.8 million STATE ASSISTANCE

State assistance for local operating and capital needs, which NVTC applied for on behalf of its member jurisdictions' transit systems, came to \$63.8 million.



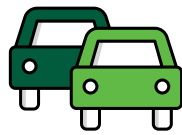
\$22.5 million REVENUES

Net revenues from the regional gas tax, which NVTC received for Metro operating and capital requirements, equaled \$22.5 million.



\$47.6 million STATE ASSISTANCE

DRPT assistance to VRE, for which NVTC served as grantee, totaled \$47.6 million.



\$15.0 million CROC FUNDING

\$15 million annual Commuter Rail Operating and Capital funding, derived from regional gas tax revenues, received by NVTC on behalf of VRE.



\$9.9 million FEDERAL GRANTS

Federal grant revenue received on behalf of two NVTC jurisdictions totaled \$9.9 million. NVTC serves as grantee for these federal awards and ensured the jurisdiction's compliance with Federal Transit Administration requirements.



\$23.6 million COMMUTER CHOICE

\$23.6 million in toll-related revenues received for the I-66 and I-95/395 Commuter Choice programs.

Financial Management

Under the management of Director of Finance and Administration Scott Kalkwarf, Comptroller Colethia Quarles and Grants Manager and DBE Liaison Officer Brittany Sumpter, NVTC fiscal year 2022 financial and compliance reports again received clean audit opinions.

The opinions covered the financial position and change in financial position of NVTC's activities, internal control over financial reporting and compliance with laws, contracts, regulations, grant agreements and other matters and compliance with each major federal program.

NVTC's financial structure includes a general fund, three special revenue funds — one for transit activities, another for the I-66 Commuter Choice program and one for the I-395/95 Commuter Choice program — an enterprise fund for NVTC's share of ownership in VRE, and two trust funds — one for jurisdictions' transit activities, another for the NVTC pension plan.

Most of NVTC's revenue is received on behalf of its member jurisdictions to help fund the operating and capital needs of their local systems, as well as assist with their operating and capital commitments to Metro. This revenue is recognized in NVTC's special revenue fund for transit activities, where it is allocated among the jurisdictions using a regional formula, and then transferred to the jurisdiction trust fund. There it is held in trust for the jurisdictions' restricted transit use.

Other revenue received by NVTC includes funding for the Commuter Choice program, NVTC regional and local projects, and for the VRE.

Of significance, during FY 2022 NVTC issued \$115,670,000 in Transportation District Special Obligation Revenue Bonds, which are certified as Green Bonds, on behalf of Virginia Railway Express. The net proceeds of the bond issue were transferred to the Virginia Passenger Rail Authority to be used in the Commonwealth's Transforming Rail in Virginia program. A portion of the Commuter Rail Operating and Capital fund revenues, which are derived from regional gas tax collections in the NVTC and Potomac and Rappahannock Commission regions, are used to fund the related debt service.



Metro Policy and Governance

Report on the Performance and Condition of WMATA

NVTC delivered the 2022 Report on the Performance and Condition of WMATA to the governor, General Assembly and other key officials in December. The report, produced by Senior Program Manager Andrew D’huyvetter and Program Analyst Ronnetta Zack-Williams, presents five strategies directed at Metro and two directed at NVTC.

NVTC’S RECOMMENDATIONS TO METRO

- › **REBUILD** customer confidence by continuing to return the 7000-series railcars to service and offering frequent and reliable rail service, improving the physical safety and security of customers and reforming the management and safety culture
- › **WORK** with partner jurisdictions to enforce fare payment uniformly across the system to address customer safety and security
- › **IMPLEMENT** a simple and convenient Metrorail fare structure and customer experience that makes it easy to pay fares, manage transit benefits and transfer to other systems
- › **CONTINUE** to increase non-fare revenues from real estate and advertising
- › **SEEK** to manage labor cost escalation in collective bargaining and seek amendments to the Wolf Act

RECOMMENDATIONS TO THE COMMISSION

- › **EXPLORE** the implications, challenges, and opportunities of local transit agencies assuming the operation of Metrobus services in Northern Virginia
- › **DEVELOP** options for a new financial operating model for Metro that reflects Virginia’s unique funding and modal relationship with Metro, examines existing and potentially new revenues and explores opportunities to reform federal, state, and/or explores opportunities to reform Metro policies as well as state and federal laws or policies around the Metro budget and subsidy



WMATA Committee

The WMATA Committee, chaired by Commissioner Walter Alcorn, met multiple times in 2022 to set the strategies for the *Report on the Performance and Condition of WMATA* and discuss other matters, including the looming operating budget. The committee conveyed FY 2023 budget comments, reviewed how Virginia funds Metro, heard updates regarding the Blue/Orange/Silver Line Capacity Study and Bus Network Redesign, reviewed how the operations of peer transit agencies are funded and began conversations about changing Metro’s funding model.



Metro Policy and Governance

Metro Leadership

Commissioner Paul Smedberg was confirmed for his fourth term as chair of the Metro Board of Directors and Commissioner Matt Letourneau was reappointed for a second term as chair of the Board's Finance and Capital Committee.

The Board hired a new General Manager/Chief Executive Officer in July. Randy Clarke took over for Paul J. Wiedefeld, who retired from Metro in May.



Silver Line Phase 2, Potomac Yard & 7000-Series Railcars

Metro opened Phase 2 of the Silver Line in November. It brought Metrorail to Dulles International Airport and into Loudoun County for the first time. Phase 2 includes nearly 12 miles of track, six new stations and a train yard. Fairfax Connector and Loudoun County Transit realigned existing bus routes and launched new routes to connect to the new stations.

The opening was predicated on the partial return to service of Metro's 7000-series railcars, which had been largely sidelined since a non-injury derailment in October 2021.

Metro also worked to integrate the future Potomac Yard infill station in Alexandria into the system. The agency had expected to open the station for revenue service in the fall, but later announced that the opening will be pushed to 2023. As site work got underway, crews discovered issues with the underlying soil that affected the structural stability of the ground beneath the tracks. Construction was stopped and a remediation plan was developed and implemented. This work was beyond the initial scope of the tie-in work.





Metro Regional Response Coordination



The Blue and Yellow Lines south of Ronald Reagan National Airport closed for two major construction projects on September 10, 2022. NVTC and Program Analyst Ronnetta Zack-Williams led the multi-agency coordination effort to ensure transportation options were available to those affected by the station shutdown.

Potomac Yard Station

Potomac Yard Station is an infill station located at the southern end of National Landing on Metro's Yellow and Blue lines between the existing Ronald Reagan Washington National Airport and Braddock Road stations.

Metro initially indicated that Potomac Yard Station prep work would require a six-week shutdown of rail service south of Reagan National Airport to connect new tracks that "tie in" the new station with the existing rail system. Metro conducted engineering, testing and commissioning needed to integrate the track, power, communications and signal systems into the system.

Metro later extended the closure by two weeks due to unforeseen soil conditions. Work concluded and all stations reopened November 6 with Blue Line trains serving both the Blue and Yellow Lines through the Yellow Line Tunnel and Bridge Rehabilitation.

Yellow Line Tunnel and Bridge Rehabilitation

The Yellow Line tunnel and bridge crosses the Potomac River between Pentagon and L'Enfant Plaza stations. Metro says the bridge, constructed in the 1970s, showed signs of wear and corrosion. Meanwhile, decades of water infiltration and underground moisture eroded the steel-lined tunnels, subjecting the liner plates to corrosion. Metro's chief engineer identified the steel-lined tunnel near L'Enfant Plaza as the agency's top structural priority.

Reconstruction work, started concurrently with the Potomac Yard tie-in and scheduled to last until May 2023, includes upgrading the fire suppression system on the 3,000-foot bridge, replacing the bridge bearing and expansion joints and remediation work in tunnels throughout the system to repair cracks and additional water infiltration. Metro is also removing and rewiring miles of critical communications cabling used by multiple jurisdictions.

NVTC Coordination

Building on the experiences of three previous Metro station shutdowns in Northern Virginia, NVTC convened regular meetings with Metro, the Northern Virginia cities, counties, and transit agencies affected by the shutdown, and federal and military partners to achieve a high level of cooperation among varied stakeholders. That included assisting in the development of shuttle bus plans, supplemental service and promoting existing transit services as alternatives during the Metro station closures.



Commuter Choice

NVTC's innovative Commuter Choice program marked five years of funding congestion-relief efforts and tallied the cumulative benefits of the funded projects for the first time. Under the direction of Senior Program Manager Ben Owen and Senior Program Analyst Adam Hager, the program uses toll money from the I-66 and I-395/95 corridors to expand commuters' alternatives to driving alone.

In 2022, NVTC actively managed 40 projects with a total dollar value of \$90.2 million and both awarded the next round of I-66 Inside the Beltway projects and launched the call for projects on the I-395/95 corridor.

Since its inception in 2017, Commuter Choice has funded 58 projects worth \$107.8 million and:

- Supported 3.5 million trips in the I-66 and I-395/95 corridors, amounting to 82 million fewer vehicle miles traveled
- Saved commuters 900,000 hours of travel time, commensurate to \$24 million in economic benefits to the region
- Saved commuters \$12 million in fuel costs and reduced greenhouse gas emissions by 69% relative to driving alone for comparable trips
- Avoided 100 automobile crashes

Commuter Choice supports local jurisdictions and transit operators as they continue to respond to the evolving needs of Northern Virginia commuters and work to leverage upcoming extensions of the I-66 and I-95 Express Lanes.



Commuter Choice

2022 Success Stories

The I-66 Commuter Choice FY 2023-2024 Program of Projects, approved in June, included a total funding commitment of \$7 million to capital improvements that will support the Metrorail and Virginia Railway Express (VRE) systems — specifically a second entrance at the Ballston-MU Metro station in Arlington and a parking garage at the Manassas Park VRE station.

The \$7 million reflects the largest allocation to capital projects in the program's history, but also leverages over \$160 million in other federal, state and local funding, freeing up Commonwealth and other regional funding sources to invest in other vital transportation projects. Both projects are critical, regional investments that, thanks to I-66 Commuter Choice funding, are fully financed and ready to proceed to construction. Both will help enable infill development close to transit, affording new residents more ways to get around.

OmniRide received Commuter Choice funding in 2021 to continue two highly successful express commuter routes originating in northern Stafford County and traveling to downtown Washington and the Pentagon. These routes welcomed more than 500 average daily riders in spring 2022, more than doubling their expected ridership and demonstrating that commuter transit services in certain markets again are competitive and perform well.

The Commuter Choice annual report (novatransit.org/ccreport) details the projects funded by the Commuter Choice program to date.





Transit Technology



NVTC's Transit Technology Program brings together regional bus systems to share best practices and discuss lessons learned from implementing new technologies. By facilitating conversations and identifying innovative transit technologies, we can leverage resources and skills across the region to further sustainable and efficient transportation in Northern Virginia.

In 2022, NVTC's focus was on launching a multi-year zero-emission bus effort as well as continuing our important work to align transit fare technologies and policies across the region.

Zero-Emission Bus

In 2022, NVTC inaugurated the Regional Zero-Emission Bus (ZEB) Working Group to provide a regional forum for partner agency staff to discuss the planning and implementation of ZEBs at their respective agencies and identify opportunities for collaboration in Northern Virginia. The group discusses transition plans, procurement and funding, shares technical expertise and works to build capacity and realize economies of scale through regional ZEB coordination.

To complement this work, NVTC launched the Northern Virginia Regional Zero-Emission Bus Strategic Plan, funded through a grant from the Virginia Department of Rail and Public Transportation (DRPT). Work on this effort will begin in early 2023, overseen by Senior Program Manager Ann McGrane with the ZEB Working Group playing an integral advisory role.



Fare Collection

NVTC continued close collaboration with the bus systems in Northern Virginia to coordinate technical support for farebox upgrades using its now completed DRPT technical assistance grant. Looking to 2023, NVTC is transitioning its Regional Fare Collection Working Group into a Transit Technology Working Group that seeks to examine, unify and implement new advances in fare collection and policy as well as explore opportunities arising from other transit technologies.



Transit Resource Center

NVTCs 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.

Envision Route 7

NVTC continues research for the planned Bus Rapid Transit (BRT) system known as Envision Route 7. This high-capacity, high-frequency bus service will connect Tysons and Alexandria by way of Falls Church and Seven Corners. The Phase 4 mobility study, expected to be completed in mid-2023, has been modeling and evaluating traffic and bus operational impacts specifically for the City of Falls Church, examining the build and no-build scenarios.

In October, NVTC hosted the first series of public meetings in Falls Church on the Phase 4 study to invite the public in to examine and comment on the proposed impacts of the bus service on the Falls Church portions of the project. A second round of public meetings on this phase of the project will be held in spring 2023.

NVTC also launched the Envision Route 7 Strategic Framework study that will provide a guiding document to successfully take the project from planning to operations. The plan, expected to be completed in 2023, will outline key issues to address project governance, phased implementation of future project phases and strategic funding decisions.



Transit Data

NVTC produced the *Northern Virginia Transit Through the COVID Pandemic* report in August to evaluate and better understand pandemic transit trends in the region and explore how transit services and rider travel patterns have changed since 2019. The report found that returning transit services correlated with ridership recovery and that one size does not fit all for pandemic impacts to transit or the recovery of transit system services and ridership.

Regional Bus Analysis

NVTC also announced a Regional Bus Analysis effort to provide a strategic overlay to the individual transit strategic plans developed by each of the six bus transit systems in Northern Virginia.

The study, expected to launch in early 2023, will provide regional context and analysis of existing and planned services by Northern Virginia's six bus transit providers and provide a complementary strategic planning resource for the Commission and its jurisdictional members.

Specifically, the plan will:

1. Assess service gaps
2. Identify opportunities for coordination of service, including the identification of cross-jurisdictional high priority transit corridors
3. Identify opportunities for shared facilities and other infrastructure and
4. Provide a regional-level overview of existing and anticipated financial needs. This effort will also complement the Bus Network Redesign effort currently underway at Metro.

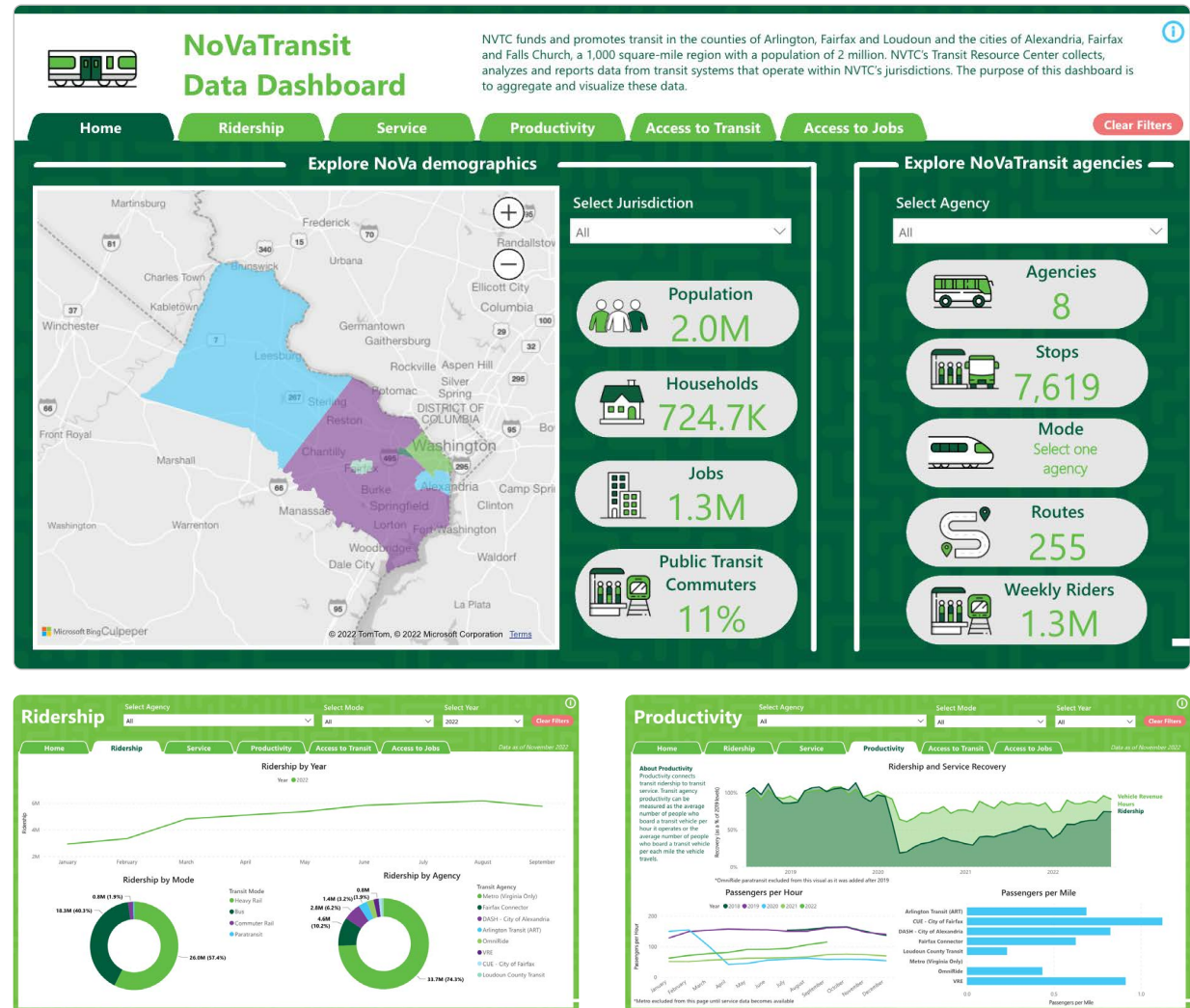
Transit Resource Center

Transit Data Dashboard

NVTC launched the NoVaTransit Data Dashboard in December. The purpose of the dashboard is to aggregate and visualize the transit data collected and used by NVTC in a publicly accessible way and to make the region's transit data more accessible and transparent to both the public as well as professionals who might find the data useful for their own work.

The dashboard, developed by Senior Program Manager Xavier Harmony and Program Analyst Sophie Spiliotopoulos, includes information on ridership, levels and quality of transit service and access to transit and jobs. It is intended to be a living source of the region's transit data and will be updated on a reoccurring basis.

novatransit.org/transit-dashboard



Virginia Railway Express

VRE 30th Anniversary

Virginia Railway Express (VRE), which NVTC co-owns with the Potomac and Rappahannock Transportation Commission, celebrated 30 years of service this summer. During the commemoration at Manassas Station, longtime NVTC Commissioner and VRE Operations Board Chair Sharon Bulova remarked that the journey to start up the commuter railroad was sometimes bumpy.

“Welcome to a celebration that many people 30 years ago would never have imagined would take place today. The VRE is a story of being resilient. It is a story of being knocked down, but always getting back up. It’s the story of Commissioners from NVTC, PRTC and the Operations Board who never gave up, even when the obstacles looked impossible,” said Bulova, who is known as “the mother of VRE.” She added, “riders and operators of the service feel a special ownership of the little train that thought it could, knew it could and did.”

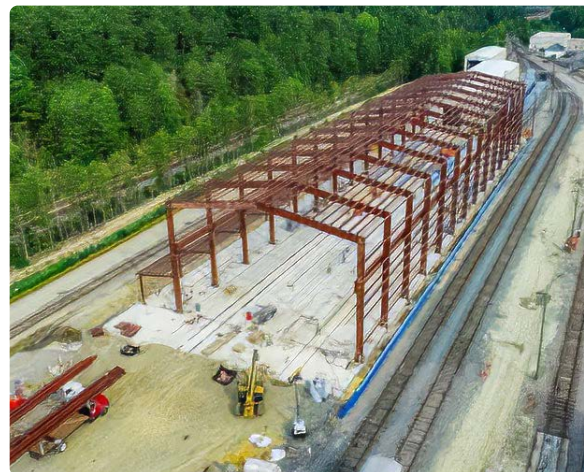
NVTC started a feasibility study for a commuter railroad in 1984 and PRTC was founded two years later to help launch VRE. To this day, NVTC and PRTC support and appoint members to the VRE Operations Board. The two Commissions jointly own all the assets, including the rolling stock and stations.



Lifecycle Overhaul and Upgrade Facility

VRE and Clark Construction celebrated the topping out of the Lifecycle Overhaul and Upgrade (LOU) Facility project in Fredericksburg where the final steel beam was signed and placed atop the facility in August.

The 33,500-square-foot facility supports the maintenance infrastructure required to carry out lifecycle repairs onsite, thus reducing out-of-service time for rolling stock, improving costs and maintaining locomotives, railcars and cab cars at the highest level of reliability. The facility more than doubles onsite workspace. In addition to the maintenance facility, the project includes the construction of two new railroad tracks to accommodate four cars simultaneously.



Rolling Road Station

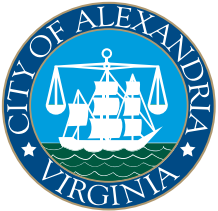
VRE cut the ribbon on a new, longer platform at the Rolling Road Station on the Manassas line in September. The 290-foot extension accommodates eight-car trains, which will move more passengers, quickly and safely. The project is one of many investments VRE and partners are making in the future of passenger rail.

Temporary Free Fares

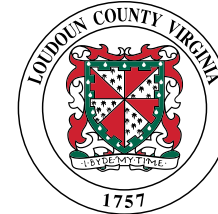
VRE provided free fares for all passengers the month of September to encourage ridership during Metro construction that shut down the Yellow and Blue Lines south of Ronald Reagan National Airport. Free fares continued into early November for passengers beginning and ending trips in zones 1, 2 and 3. The VRE Operations Board voted in October to reduce fares for the duration of the Yellow Line reconstruction.



Partnerships



Federal Transit Administration



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia



Legislation and Policy

NVTC's Legislative and Policy Committee, chaired by City of Fairfax Mayor David Meyer and supported by Legislative and Administrative Assistant Tenley O'Hara, developed the 2022 NVTC Legislative and Policy Agenda focusing on sustaining the major legislative gains in both state and federal levels that shored up transportation funding in recent years, including the state 2020 Omnibus Transportation legislation and the federal 2021 Infrastructure Investment and Jobs Act.

In 2020, the General Assembly's transportation omnibus bill included many structural changes to how transportation is funded in the Commonwealth benefiting our local transit operators, WMATA and VRE. However, the COVID-19 pandemic has upended transportation. The 2022 legislative and policy agenda is focused on protecting those programs and revenue streams at the state level. At the federal level, the NVTC Legislative and Policy Agenda calls for continued support for transit, especially given the ongoing impact of COVID-19 on operating revenues.

State Legislative Priorities

- › Protect Existing Transit Programs and Funding
- › Remove State Barriers to Maximize Access to Federal Funding for Public Transit Purposes
- › Support Funding to Implement Zero and Low Emission Public Transit
- › Continue Support for the Transforming Rail in Virginia Program
- › Restore Funding to the Northern Virginia Transportation Authority
- › Preserve NVTC Stewardship of NVTC Programs
- › Support the Implementation of the Transit Equity and Modernization Study
- › Continue to Support Flexibility for Remote Public Meetings

Federal Legislative Priorities

- › Effective and Timely Implementation of New Infrastructure Package
- › Continue Support for COVID-19 Relief for Transit Agencies
- › Explore Federal Funding Support for Transit Operations
- › Continue Support for Commuter Tax Benefits
- › Identify Long Term Structural Fix to the Highway Trust Fund and Mass Transit Account



Legislation and Policy



Legislative Forum Welcomes Rep. Don Beyer, Transit Leaders

NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) hosted their annual Legislative Forum in December. The events allow both Commissions and the VRE Operations Board to share their state and federal legislative priorities for the coming year. The event also provides an opportunity for elected officials and their staff members to hear about the issues facing the transit agencies operating in Northern Virginia.

This year's forum included a welcome to the Congressional district from Rep. Don Beyer, a keynote address from Director Jen DeBruhl of the Virginia Department of Rail and Public Transportation and a panel of transit leaders featuring Metro GM/CEO Randy Clarke, Virginia Railway Express CEO Rich Dalton and OmniRide Executive Director Bob Schneider.

Rhonda Gilchrest, NVTC's Meetings and Events Manager & Commission Secretary, organized the forum, with help from a number of staffers from NVTC and PRTC.





Communications and Outreach



2022 Marketing Campaign

NVTC managed a three-month long marketing campaign to encourage people to ride transit as local systems began recovering from the COVID-19 pandemic. The Department of Rail and Public Transportation (DRPT) provided grant funding as part of a statewide transit recovery effort. The cities of Alexandria, Falls Church and Fairfax, the counties of Arlington, Fairfax and Loudoun, OmniRide and Virginia Railway Express (VRE) provided matching funds.

The campaign was the third led by NVTC and the first to include Spanish-language advertising. Ads were seen and heard on radio, audio streaming, video streaming, YouTube, Facebook, Instagram, Twitter, online display, email marketing and WAZE.

The ads directed people to visit novarides.org to see transit travel options. Site visits were more than three-and-a-half times higher than those during the previous NVTC-led campaign.

NoVaTransit.org Revamped

IT and Web Resources Manager Melissa Walker led the redesign of the novatransit.org home page and other key pages of NVTC's website. Melissa worked with the communications team and program managers to make the site more user-friendly and eye-catching.

New Look for Executive Director's Newsletter

NVTC debuted a striking redesign to the Executive Director's monthly newsletter in 2022. Marketing and Engagement Manager Monique Blyther developed the new look for the publication that includes bold graphics and eye-catching photos while Communications and Public Affairs Manager Matt Friedman continues to oversee the writing of content.

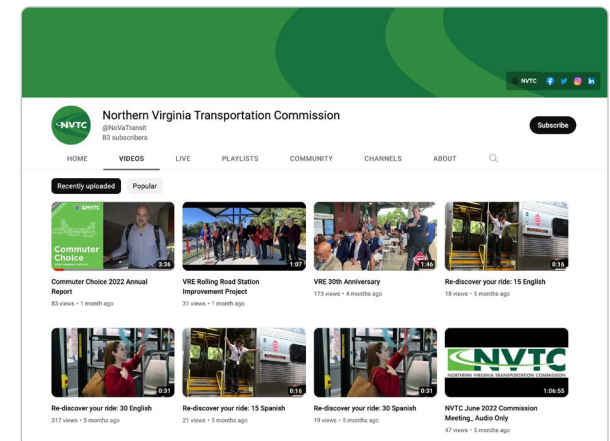
novatransit.org/news-and-media/newsletter/



Expanded Use of Video

NVTC dramatically expanded the use of video in 2022. Marketing and Engagement Manager Monique Blyther led the push to create more videos to accompany NVTC projects and to report on significant transit projects in Northern Virginia. Monique worked with Communications and Public Affairs Manager Matt Friedman and NVTC program managers on video scripts. Videos she produced kicked off the Commuter Choice public comment period, summarized annual reports for Commuter Choice, the Report on the Condition and Performance of WMATA and the NVTC annual report, and covered celebrations including the 30th anniversary celebration for Virginia Railway Express and the groundbreaking for the 495 NEXT Express Lanes.

youtube.com/@NoVaTransit





NVTC in the News

NVTC received more than 50 media mentions in national and regional magazines, newspapers, radio broadcasts and podcasts and quotes from Executive Director Kate Mattice appeared in The Washington Post, Virginia Mercury and the Metropolitan Washington Council of Governments' "Think Regionally Podcast." (novatransit.org/news)

The Washington Post

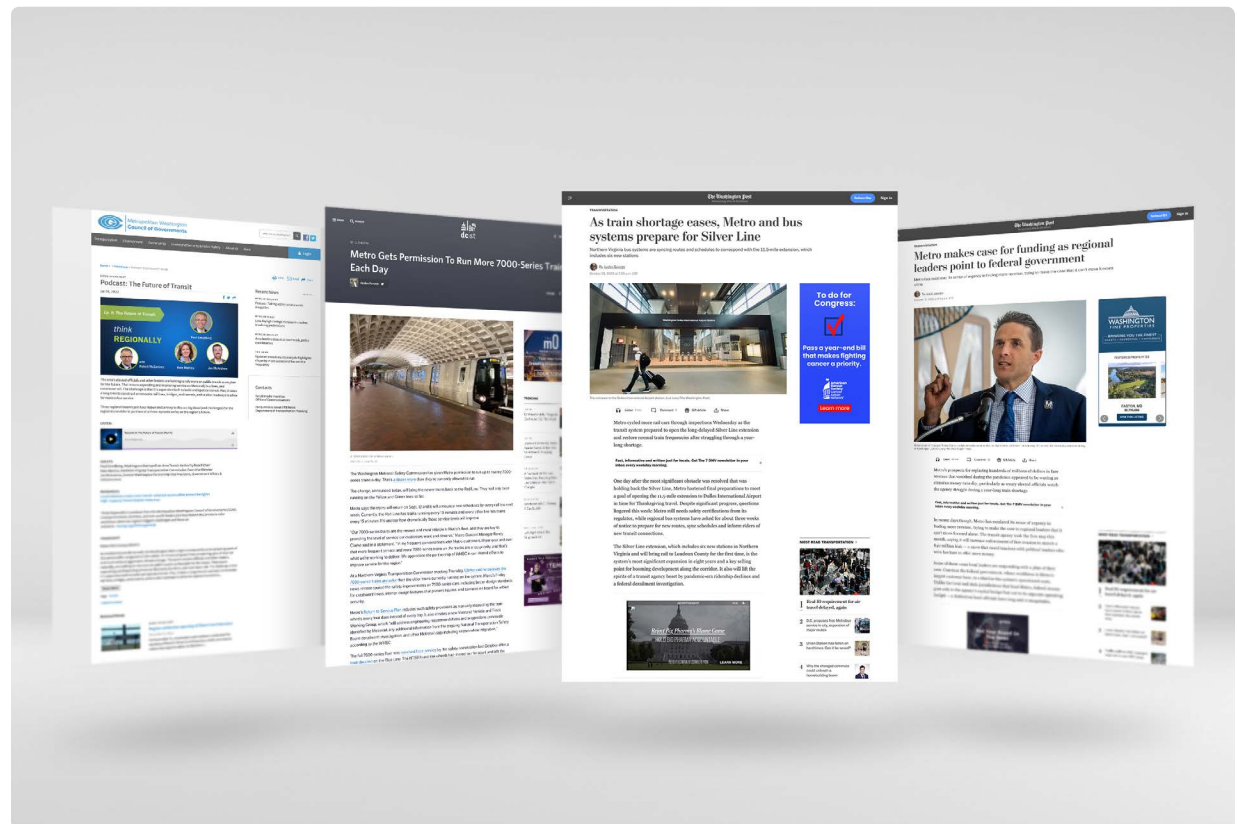
- **As Train Shortage Eases, Metro and Bus Systems Prepare for Silver Line**
bit.ly/3upqDTB
- **Metro Makes Case for Funding as Regional Leaders Point to Federal Government**
bit.ly/3F3ACD5

DCist

- **Metro Gets Permission To Run More 7000-Series Trains Each Day**
bit.ly/3gZlxtb

MWCOG

- **Podcast: The Future of Transit**
bit.ly/3Bd5YpP





In the Community



NVTC staff returned to in-person events in a big way in 2022, attending more national conferences and regional meetings than at any time since before the COVID-19 pandemic.



APTA Legislative Conference Features Top Administration Officials

The American Public Transportation Association (APTA) held its annual Legislative Conference in Washington March 13 through 14 and Executive Director Kate Mattice was on hand to hear from key administration officials and members of Congress.

NoVa Transit-Oriented Development Highlighted At Panel

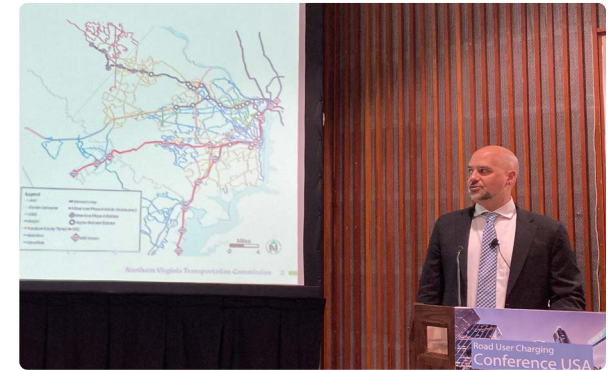
Executive Director Kate Mattice took part in a lunchtime panel presented by ULI Washington on February 23.

Employer Outreach Training Features Nova Transit Options

Communications and Public Affairs Manager Matt Friedman joined a panel of experts March 29 at a training hosted by the Metropolitan Washington Council of Government's Commuter Connections program.

NVTC Resumes In-Person Regional Public Meeting

After two years of virtual meetings, we resumed our joint regional transportation public meeting the night of May 4 along with Virginia Railway Express, the Northern Virginia Transportation Authority, the Virginia Department of Transportation and the Department of Rail and Public Transportation.



Commuter Choice Team Presents Program To Road User Charging Experts

Commuter Choice Senior Program Manager Ben Owen and Senior Program Analyst Adam Hager presented at the Road User Charging Conference USA in Miami on June 13 to a worldwide delegation of experts in the tolling, congestion pricing and intelligent transportation systems industries.

Upcoming NVTC Work Previewed At ZEB Con

Director of Programs and Policy Allan Fye presented NVTC's upcoming *Zero-Emission Bus (ZEB) Strategic Plan* at the 2022 ZEB Conference in Anaheim, California in September.



In the Community



Representing NVTC on Capitol Hill

Executive Director Kate Mattice spent two days meeting with key staff for members of our Northern Virginia Congressional delegation sharing the Commission's federal legislative priorities.



Virginia Municipal League

On October 3, Executive Director Kate Mattice discussed NVTC's role as an authority at the Virginia Municipal League annual conference in Richmond where Kate was joined by Commissioner David Meyer and Chair Canek Aguirre.



APTA Transform

Executive Director Kate Mattice co-chaired the Federal Policies and Procedures subcommittee of the APTA Legislative Steering Committee and participated in the APTA TRANSFORM conference in Seattle in October, along with Chair Canek Aguirre and Grants Manager Brittany Sumpter.

Honors



Transit Marketing

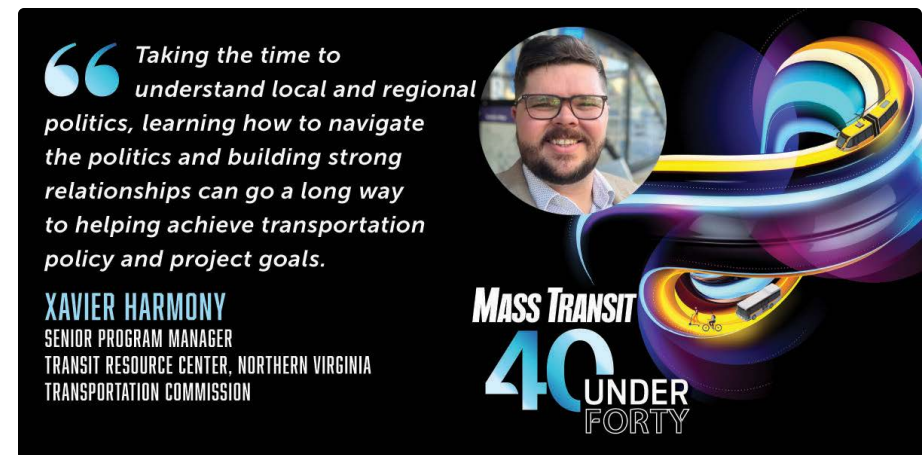
Marketing and Engagement Manager Monique Blyther accepted NVTC's second Virginia Transit Association (VTA) Transit Marketing - Large System award at the 45th annual VTA conference in downtown Roanoke in May.

The award honored NVTC's 2021 "[Moving Forward Together](#)" marketing campaign. The Virginia Department of Rail and Public Transportation (DRPT) provided a grant for the early 2021 campaign, which included local matches from the cities of Falls Church and Fairfax, Arlington and Fairfax Counties, OmniRide and Virginia Railway Express.



40 Under 40

Mass Transit magazine recognized Xavier Harmony in its annual "40 Under 40" issue. Xavier serves as Senior Program Manager for our Transit Resource Center, managing all of our data analytics efforts and the Envision Route 7 BRT project. The [honor](#) highlights outstanding young individuals making a name in the public transit industry.



Advancing Transit

2022 YEAR IN REVIEW

The 2022 Year in Review is a product of the Northern Virginia Transportation Commission

Contact Us

**Northern Virginia
Transportation Commission**

2300 Wilson Boulevard
Suite 230
Arlington, VA 22201

(703) 524-3322

nvtc@novatransit.org

novatransit.org



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