

Combined
Blue Items/Handouts
for
January, 2023
NVTC Meeting



RESOLUTION #2492

SUBJECT: Selection of NVTC Representatives to Various Boards

WHEREAS: NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE) and the Virginia Transit Association (VTA);

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January meeting and some may not be ready with recommendations for appointment to various boards; and

WHEREAS: Virginia Secretary of Transportation Shannon Valentine designated Paul C. Smedberg to be the Secretary's designee on NVTC and the WMATA Board, which became effective January 1, 2019 with the term expiring January 4, 2022, and designated him again for a term starting on January 4, 2022 and expiring January 5, 2026;

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-05-2026

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-05-2027 (proposed)

Alternates

Canek Aguirre
Term expires 01-07-2025

Walter Alcorn
Term expires 01-04-2024

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Walter Alcorn
Daniel G. Storck
James Walkinshaw
Katie Cristol
Sarah Bagley

Alternates

Jeffrey C. McKay

Libby Garvey
Canek Aguirre

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC’s jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

Virginia Transit Association Board:

Principals

David F. Snyder
Katherine A. Mattice

Alternates

Katie Cristol
Canek Aguirre

Approved this 5th day of January 2023.

Chair

Secretary-Treasurer

Advancing Transit

2022 YEAR IN REVIEW



Advancing Transit

2022 YEAR IN REVIEW

- | | | | |
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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

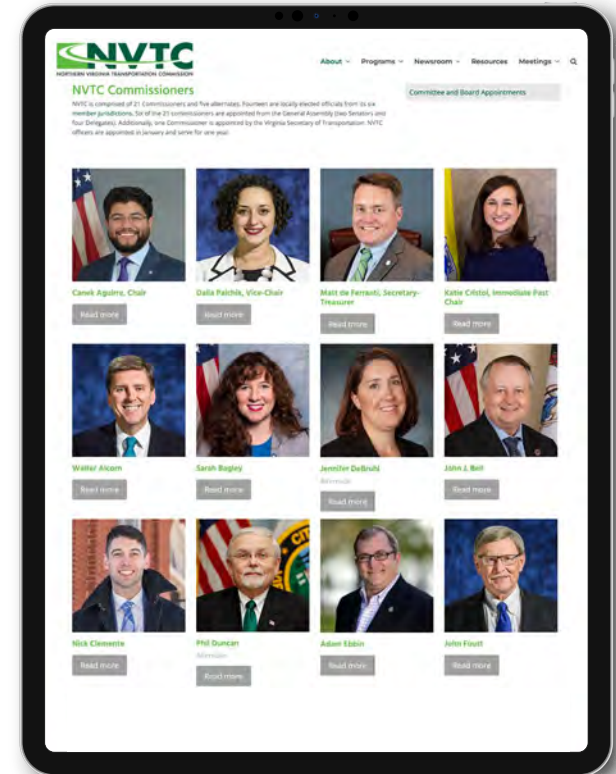


David Snyder ▶
Program Advisory
Committee



Walter Alcorn ▶
WMATA Committee

Meet Our Commissioners Online

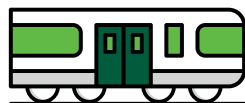


View All Commissioners Here ▶
(novatransit.org/commissioners)

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.



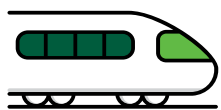
\$63.8 million STATE ASSISTANCE

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.



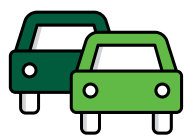
\$22.5 million REVENUES

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.

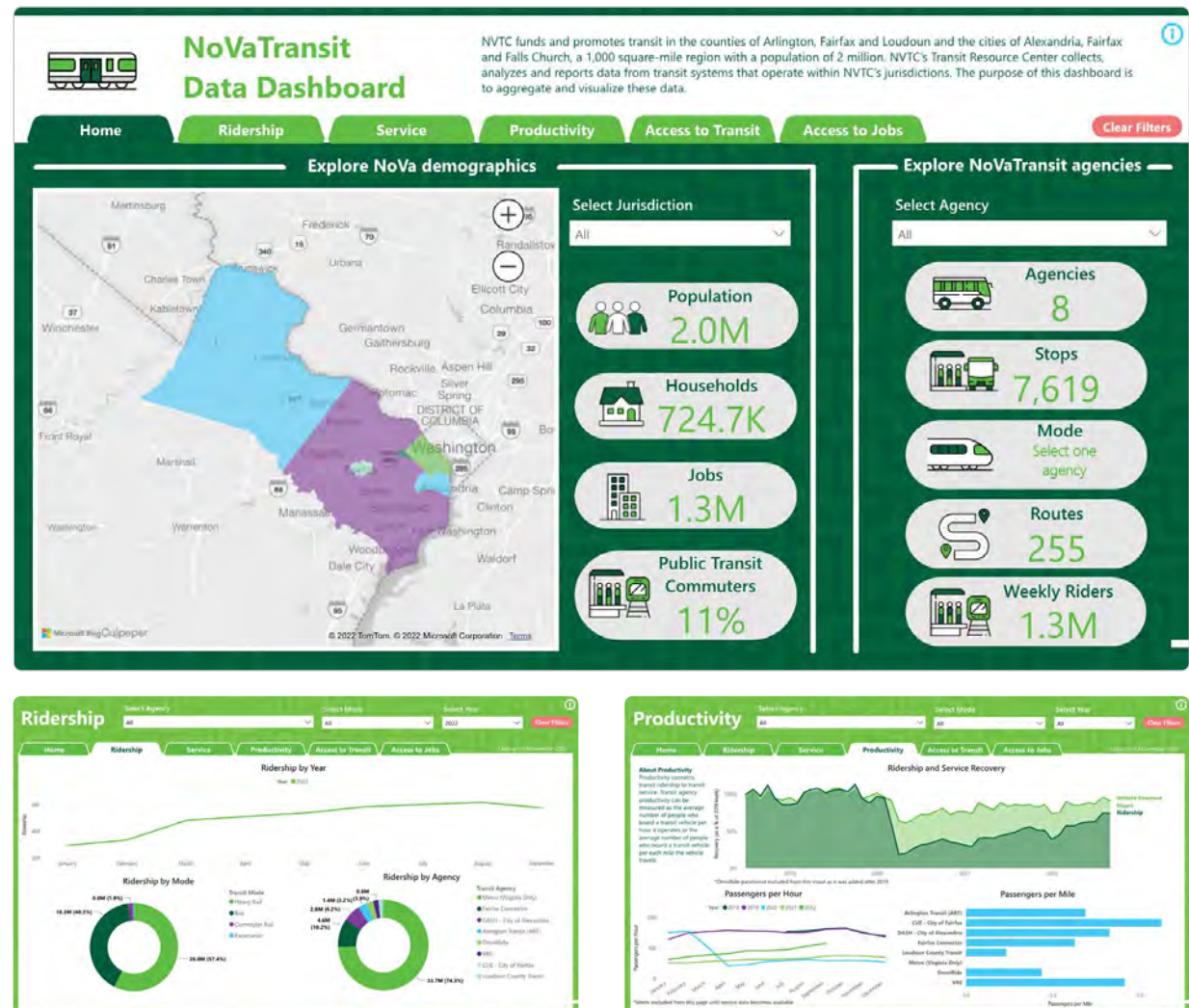
Transit Resource Center

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.”

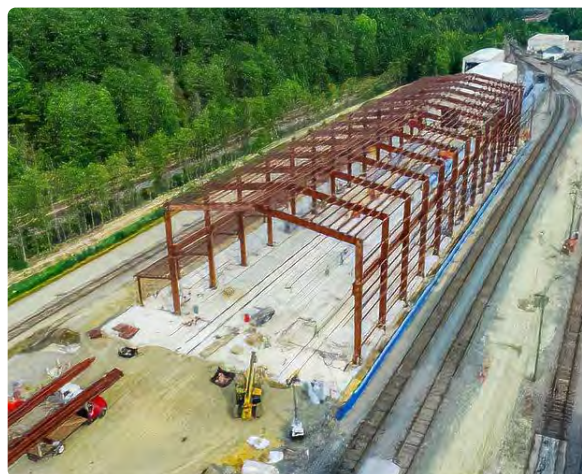
NVTC started a feasibility study for a commuter railroad in 1984 and PRTC was founded two years later to help launch VRE. To this day, NVTC and PRTC support and appoint members to the VRE Operations Board. The two Commissions jointly own all the assets, including the rolling stock and stations.



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

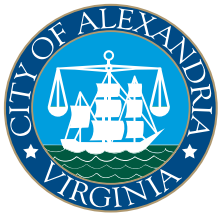
VRE cut the ribbon on a new, longer platform at the Rolling Road Station on the Manassas line in September. The 290-foot extension accommodates eight-car trains, which will move more passengers, quickly and safely. The project is one of many investments VRE and partners are making in the future of passenger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

Temporary Free Fares

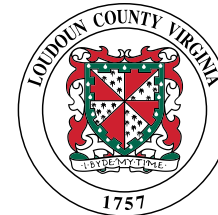
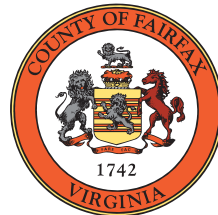
VRE provided free fares for all passengers the month of September to encourage ridership during Metro construction that shut down the Yellow and Blue Lines south of Ronald Reagan National Airport. Free fares continued into early November for passengers beginning and ending trips in zones 1, 2 and 3.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



Partnerships



Federal Transit
Administration





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.

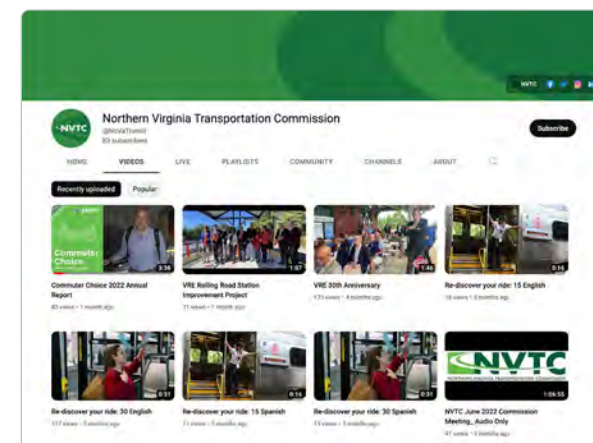
novatransit.org/news-and-media/newsletter/



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

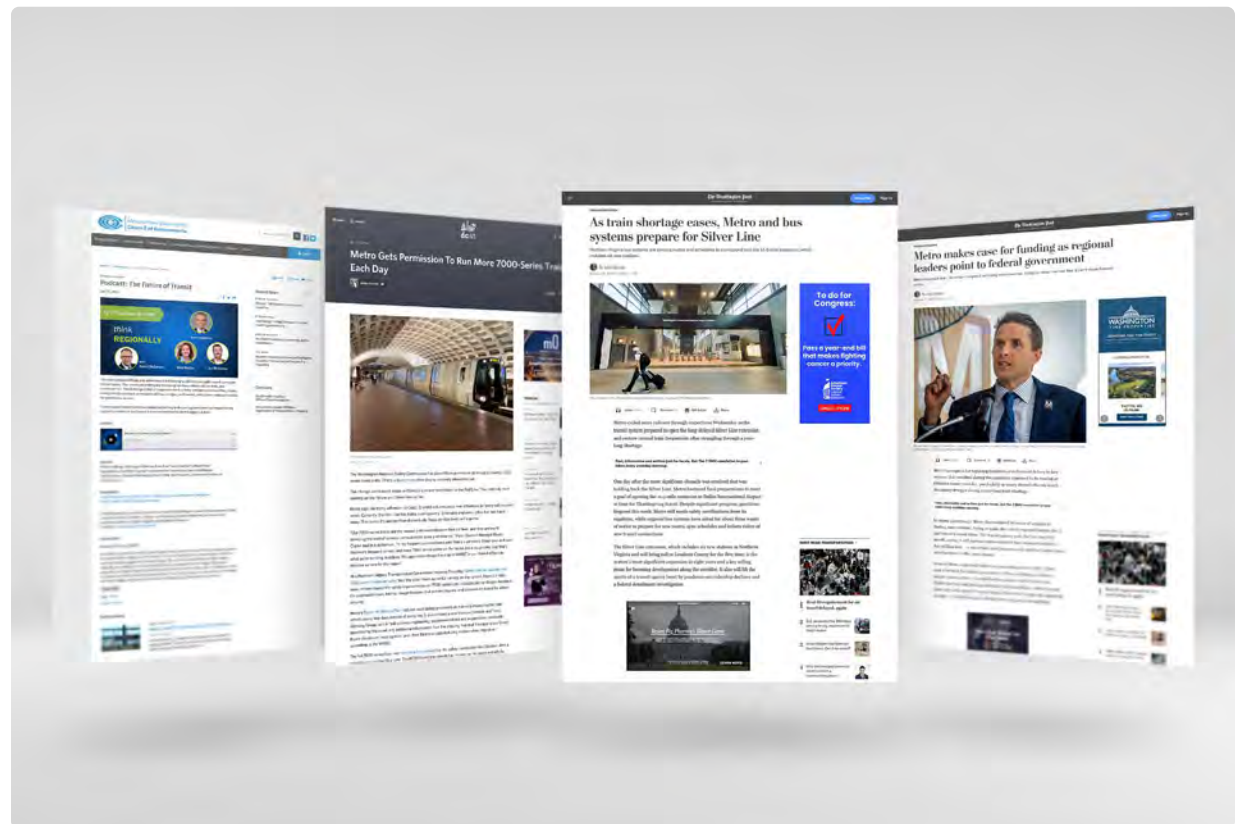
- **As Train Shortage Eases, Metro and Bus Systems Prepare for Silver Line**
bit.ly/3upqDTB
- **Metro Makes Case for Funding as Regional Leaders Point to Federal Government**
bit.ly/3F3ACD5

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

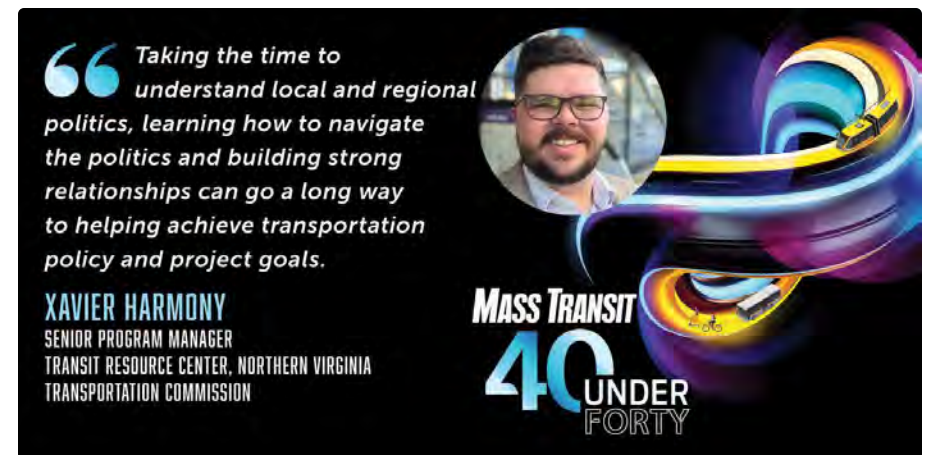
Marketing and Engagement Manager Monique Blyther accepted NVTC's second Virginia Transit Association (VTA) Transit Marketing – Large System award at the 45th annual VTA conference in downtown Roanoke in May.

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*

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NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Executive Director Newsletter



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Northern Virginia
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January 2023



A Message from Kate Mattice

The coming of a new year gives us a chance to think about all the possibilities that lie ahead and the next 12 months look especially promising for the ongoing work of NVTC. A number of our key initiatives will celebrate milestones in 2023. We were delighted by Congress' passing of an omnibus spending bill just before the holidays that includes \$2 million that will enable us to complete the planning for the Envision Route 7 Bus Rapid Transit (BRT) system connecting Tysons and Alexandria, by way of Falls Church and Seven Corners, and we owe a debt of gratitude to Reps. Don Beyer and Gerry Connolly for championing this earmark.

We also look forward to the opening of the newest Metro station in Northern Virginia as Potomac Yard Station is expected to come online in May. We're already seeing the area around the station transform as this fast-growing neighborhood of Alexandria gains a vital transit connection.

Additionally, NVTC will lead several studies this year, including the Value of Northern Virginia's Transit Network to the Commonwealth, an update to our 2017 study showing the economic benefits of Metro, Virginia Railway Express and other transit systems to the Commonwealth; The Northern Virginia Zero-Emission Bus Strategic Plan to assist Northern Virginia transit providers in implementing zero-emission buses (ZEBs), associated technology and infrastructure; and the Role of Metrobus white paper to explore and evaluate the policy, funding, capital facility, governance, labor and other considerations of Northern Virginia local transit agencies assuming the operation of Metrobus services.

Lastly, NVTC's WMATA Operating Funding and Reform Working Group will kick off its effort to consider a new funding model for Metro that will work for Northern Virginia. We recognize the ongoing changes in commuting patterns brought about by the COVID-19 pandemic and this working group will explore funding options to align Metro's expenses and revenues in a way that is financially sustainable for NVTC jurisdictions and in a way that holds Metro accountable to its funding partners.

This year holds a lot of promise for NVTC and our regional transit partners as we work to support and grow our transit network.


Executive Director

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*Save
the
Date*

January 17-18
Commonwealth
Transportation Board

January 20
VRE Operations Board

January 24
Virginia Passenger Rail
Authority

January 25
WMATA Committee

February 2
Commission Meeting

NoVaTransit.org
NoVaRides.org



@NoVaTransit





(L-R) Sen. George Barker, OmniRide Executive Director Bob Schneider, PRTC Chair Victor Angry, NVTC Chair Canek Aguirre, NVTC Executive Director Kate Mattice, DRPT Director Jen DeBruhl, VRE CEO Rich Dalton, Metro GM/CEO Randy Clarke

 **WATCH IT ON
YouTube**

Legislative Forum examines state of transit in NoVa, previews what's coming in 2023

We held our annual [Legislative Forum](#) in Springfield December 6 with our co-hosts from the Potomac and Rappahannock Transportation Commission (PRTC). The gathering allows 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 Executive Assistant Genoveva Cutrell, Marketing & Engagement Manager Monique Blyther, Communications and Public Affairs Manager Matt Friedman, IT Manager Melissa Walker and Legislative and Administrative Assistant Tenley O'Hara and vital day-of assistance from the rest of our staff.



Rep. Don Beyer

Canek Aguirre

Jen DeBruhl

Victor Angry





NVTC report calls on Metro to restore customer confidence

NVTC delivered the 2022 [Report on the Performance and Condition of WMATA](#) to Gov. Glenn Youngkin and members of the Virginia General Assembly and a host of other key officials December 13. The report reflects the priorities of NVTC jurisdictions for the operations and maintenance of the Metro system. It includes five strategies directed to Metro:

- Rebuild customer confidence
- Enforce fare payment uniformly across the system
- Implement a simple and convenient fare structure
- Increase non-fare revenues from real estate and advertising
- Manage labor cost

The report also details recommendations directed to NVTC:

- Explore the implications of local transit agencies assuming the operation of Metrobus services in Northern Virginia
- Examine and develop options for a new financial operating model for Metro

The report reflects months of work from NVTC's WMATA Committee, chaired by Commissioner Walter Alcorn, and staff, led by WMATA Senior Program Manager Andrew D'huyvetter and assisted by Program Analyst Ronnetta Zack-Williams. In addition, Marketing and Engagement Manager Monique Blyther worked with Chair Canek Aguirre to produce a [video](#) to accompany the report.

While mandated by the General Assembly, the production of this report also provides an opportunity for the Northern Virginia jurisdictions to come together to speak with one voice about how Metro should serve the region.



NVTC launches innovative transit data dashboard

NVTC's Transit Resource Center team launched the [NoVaTransit Data Dashboard](#) to provide on-demand access to detailed information on the eight transit systems serving the region December 15. The NoVaTransit Data Dashboard features regularly updating data on ridership, service, access to transit and other key metrics for Metrorail, Metrobus, Virginia Railway Express, DASH, Fairfax Connector, City of Fairfax-CUE, Loudoun County Transit and OmniRide.

The NoVaTransit Data Dashboard, part of [novatransit.org](#), includes six main pages:

- **Home:** An overview of NVTC's jurisdictions as well as the transit agencies that operate within these jurisdictions
- **Ridership:** Transit monthly ridership by operator, mode and year
- **Service:** The activity of buses, trains and other transit vehicles when a vehicle is available to the public and there is an expectation of carrying passengers
- **Productivity:** The relationship between transit output (ridership) and transit input (service)
- **Access to Transit:** The number/percent of the jurisdiction's population with access to either a transit stop or station
- **Access to Jobs:** The number/percent of jobs in a jurisdiction with access to either a transit stop or station

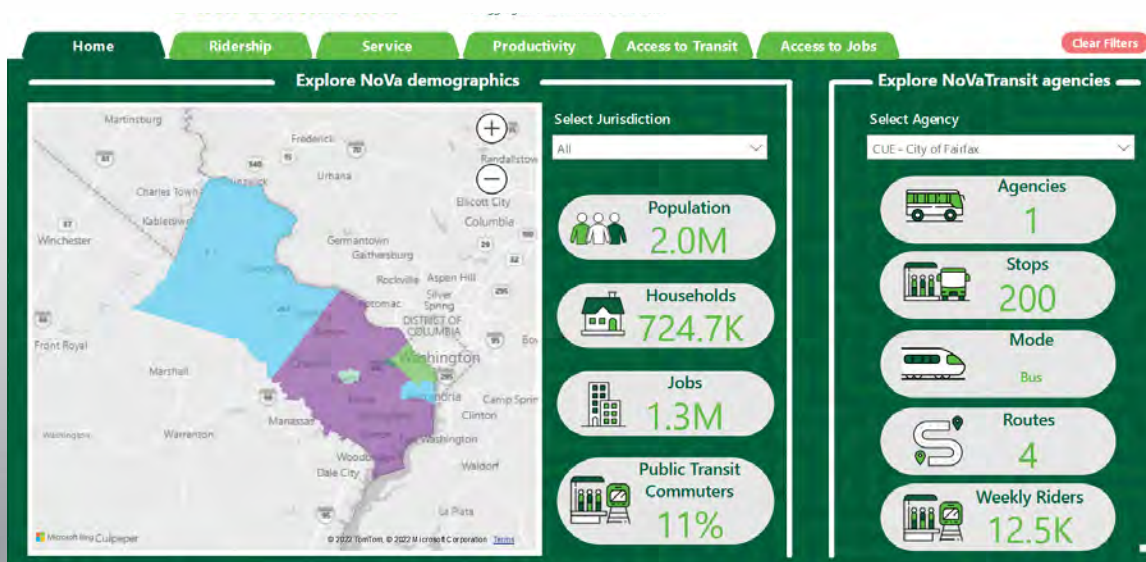


Meet the new NoVaTransit Data Dashboard. Watch the video to see some of the features and check it out here: [novatransit.org/transit-dashbo...](#)



This dashboard will be a living source of the region's transit data and replaces static reports NVTC previously published. It will be updated based on data provided by the Virginia Department of Rail and Public Transportation, transit agency General Transit Feed Specification (GTFS) files and annual census updates. NVTC also intends to add new features to the dashboard as the tool matures.

Senior Program Manager Xavier Harmony and Program Analyst Sophie Spiliotopoulos engineered the dashboard and worked with Web and IT Manager Melissa Walker to integrate it into NVTC's website.





Metro Briefs NVTC WMATA Committee on Strategic Transformation Plan

Metro GM/CEO Randy Clarke and staff briefed our WMATA Committee virtually December 9 on their new Strategic Transformation Plan, #YourMetro, The Way Forward. The plan will provide a long-term strategy and direct Metro's day-to-day decision making over the next five plus years. The proposed plan establishes five core values: safe, customer centric, equity focused, ethical and innovative. Metro has been gathering data and input from its staff, customers and various stakeholders to lead to the development of the following goals:

- Service Excellence
- Regional Opportunity and Partnership
- Sustainability
- Talented Teams

Each goal is supported by objectives and metrics which are set to achieve Metro's vision of the future. The next steps include ongoing public outreach as the plan continues to be modified by Metro staff with the final plan expected to be ready for Metro Board adoption in February.





Proposed FY Metro budget closes gap, simplifies fares

The Metro Board of Directors [reviewed](#) GM/CEO Randy Clarke's proposed [operating and capital budget](#) at their meeting December 8. Importantly, it closes a predicted budget gap and simplifies fares. Both are strategies outlined in the 2022 Report on the Condition and Performance of WMATA. Further, the proposal funds the opening of the Potomac Yard Metrorail station in Alexandria and realigns and improves service on the 16M Metrobus route connecting Columbia Pike and Crystal City.

Metro lists the following budget highlights:

- Increases bus and rail service, simplifies fares, launches the Better Bus Network Redesign, funds crisis intervention specialists and fully-funds Metro Transit Police Department (MTPD) positions
- Funds zero-emission buses and electrification of the Northern and Bladensburg bus garages, opens the new Potomac Yard Station, modernizes customer wayfinding and funds the creation of the Metro Integrated Comms Center (MICC)

- FY 2024 Proposed Operating Budget includes revenue of \$509 million, expenses of \$2,322 million, total subsidy of \$1,252 million and \$561 million of American Rescue Plan Act (ARPA) relief funding used
- The FY 2024 operating budget gap of \$185 million will be closed by a combination of revenue increases, expense reductions and federal funding assistance, including both ARPA funding and increased Infrastructure Investment and Jobs Act (IIJA) Federal Formula Funding for Maintenance

NVTC staff and our jurisdictional partners will review the proposed FY 24 budget and will discuss it at the January WMATA Committee meeting as the Metro Board prepares a final vote in April. Finance and Capital Committee Chair [Matt Letourneau](#) also urged the Board and staff to start work on an FY 25 budget as soon as the FY 24 budget is adopted to allow more time to address future budget gaps created by lower ridership since the onset of the COVID-19 pandemic.

Fare Optimization Photo courtesy of Metro

Fare Simplification Proposal

Standardize peak and off-peak fares, align rail and bus base fares, and discount fares for low-income customers

Current Fare Structure

	Base Fare	Max Fare	Reduced Fare ¹
Peak After first 3 miles, 0.326 per mile After 6 miles, \$0.268 per mile	\$2.25	\$6.00	50% off the peak fare
Off-Peak Weekday After first 3 miles, 0.244 per mile After 6 miles, \$0.216 per mile	\$2.00	\$3.85	
Late Night² and Weekend	\$2.00		\$1.00
Bus	\$2.00		\$1.00

Free Transfers

MetroAccess fares are twice the fastest comparable fixed-route fare with a maximum of \$6.50 per trip.

¹ For senior and disabled customers
² Late Night fares apply after 9:30pm

Proposed Fare Structure

	Base Fare	Max Fare	Reduced Fare ¹
Regular After first 3 miles, \$0.40 per mile	\$2.00	\$6.50	\$1.00 to \$3.25
Late Night² and Weekend	\$2.00		\$1.00
Bus	\$2.00		\$1.00

Free Transfers

MetroAccess fares are twice the fastest comparable fixed-route fare with a maximum of \$6.50 per trip.

¹ 50% discount for senior, disabled, and low-income customers
² Late Night fares apply after 9:30pm

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Regional forum examines Equitable Transit-Oriented Development

Executive Director Kate Mattice attended the Advancing Equitable Transit-Oriented Development summit December 7, which examined growth in the Washington region and ways to ensure that everyone has a chance to benefit from its prosperity. The event, sponsored by the Amazon Housing Equity Fund, the Coalition for Smarter Growth, Greater Greater Washington, Metropolitan Washington Council of Governments and Smart Growth America included more than a dozens speakers. The organizers say Equitable Transit-Oriented Development (ETOD) is an approach to building compact, mixed-use, pedestrian-oriented communities around new or existing public transit stations with a commitment to equity goals that ensure low-income residents and residents of color benefit.



Chelsea Allinger | @allinsea@mstdn.social
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.@SmartGrowthCEO charges us to confront honestly the reality that transit-oriented development will only advance equity if we are intentional about prioritizing it at every stage of development. It's about affordability — AND also contracting, retail/commercial space sizes, etc.



1:50 PM · Dec 7, 2022



NVTC staff swap cookies, presents at holiday celebration

On December 15 NVTC staff and Chair Canek Aguirre gathered to celebrate the holidays. The event featured a cookie swap and the always-fun white elephant gift exchange. It was nice to take a few minutes to celebrate our successes and look forward to a brighter new year.



Thank You!

Thank You Commissioner David Meyer

The Commission thanked Commissioner David Meyer for his service and approved a resolution in his honor at last week's Commission [meeting](#). The City of Fairfax Mayor decided not to run again this year so he will be stepping away from public life. Mr. Meyer has represented the city on NVTC since 2014 and more recently served as chair of the Legislative and Policy Committee and as well as a member of all the other NVTC committees.

Throughout his tenure on NVTC, Mr. Meyer has been an advocate for a strong safety culture at Metro, a voice for transit equity by spearheading efforts to make the CUE bus system fare-free and a champion for the environmental benefits of transit. I also had the opportunity to give Mr. Meyer a personal thank you at our Legislative Forum Monday.





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