

Combined
Blue Items/Handouts
for
January 4, 2024
NVTC Meeting

RESOLUTION #2528

SUBJECT: Approve the Recommended 2024 NVTC Committee Membership

WHEREAS: Every January, the Northern Virginia Transportation Commission approves the appointments to its four committees, including the Executive Committee, the WMATA Committee, the Program Advisory Committee, and the Legislative and Policy Committee;

WHEREAS: The NVTC By-Laws determine the membership of the Executive Committee and also speak to the make-up of the other committees; and

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January 2024 meeting and, therefore, subsequent action may be needed at a future date to update the committee membership roster.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the following persons to serve on the four NVTC committees, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2024:

NVTC Executive Committee

Chair, Matt de Ferranti

Vice-Chair, David Snyder

Secretary-Treasurer, Sarah Bagley

WMATA Committee Chair, Walter Alcorn

Program Advisory Committee Chair & Immediate Past Chair, Dalia Palchik

Legislative & Policy Committee Chair, Canek Aguirre

General Assembly Member, Adam Ebbin

Non-Voting Members:

WMATA Principal Member, Paul Smedberg

WMATA Principal Member, Matt Letourneau

NVTC Legislative and Policy Committee

Chair, Canek Aguirre

Commission Members: (drawn from member jurisdictions in a representative manner)

Arlington County, Libby Garvey

City of Fairfax, Catherine Read

City of Falls Church, David Snyder

Fairfax County, James Walkinshaw

Loudoun County, Matt Letourneau

Non-Voting Member:

General Assembly Member, Adam Ebbin

NVTC Program Advisory Committee

Chair, Dalia Palchik

Commission Members: (drawn from member jurisdictions in a representative manner)

Arlington County, Libby Garvey

City of Alexandria, Sarah Bagley

City of Falls Church, David Snyder

Loudoun County, Juli Briskman

NVTC WMATA Committee

Chair, WMATA Alternate Member, Walter Alcorn

WMATA Principal Member, Matt Letourneau

WMATA Principal Member, Paul Smedberg

WMATA Alternate Member, Canek Aguirre

Commission Members: (drawn from member jurisdictions in a representative manner)

Arlington County, Matt de Ferranti

City of Falls Church, David Snyder

Approved this 4th day of January 2024.

Matt de Ferranti
Chair

Sarah Bagley
Secretary-Treasurer



Advancing Transit

2023 YEAR IN REVIEW



Advancing Transit

2023 YEAR IN REVIEW

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Executive Summary

When we look back at 2023, we see a year full of milestones and record achievements for the Northern Virginia Transportation Commission (NVTC).

We released a key study examining the Value of Northern Virginia Transit, finding that the Commonwealth of Virginia receives \$1.5 billion in annual tax revenue as a direct result of the region's transit network. That's equivalent to 5% of Virginia's general fund, money that can be used on schools, public safety and other services statewide.

Those findings are pivotal to the discussions surrounding the future of Metro. This year's installment of the "Report on the Performance and Condition of WMATA" makes key near, mid and long-term recommendations as the agency faces unprecedented budget deficits resulting from long-standing structural funding issues accelerated by the rapid rise of teleworking and the drop in daily commuting.

There's also a lot to be excited about. Our Commuter Choice program set records this year, supporting 5 million trips on the I-66 and I-395 corridors, saving travel time, fuel costs and reducing emissions. The extension of the I-95 Express Lanes in Fredericksburg means even more people will enjoy smoother, faster rides when they board the region's commuter buses.

Other NVTC studies took a deep dive into how the Envision Route 7 Bus Rapid Transit network would run through the City of Falls Church, how infrastructure improvements could move buses faster and how amenities at bus stops have improved over time.

The long-awaited Potomac Yard-VT Metro station opened in May, serving a fast-growing part of Alexandria and solidifying the National Landing corridor as a place to live and work, all connected by robust Metro, Virginia Railway Express (VRE) and bus routes. Our staff also played a vital role in coordinating transportation alternatives as Metro rebuilt portions of the Yellow and Orange Lines.

We continued our support for VRE, which NVTC helped found and co-owns with the Potomac and Rappahannock Transportation Commission, ensuring the commuter railroad can adapt to ridership changes brought on by the COVID-19 pandemic as it brings aboard new riders and continues to serve those who have been loyal to the system.

We're also planning for the future, launching a Regional Zero-Emission Strategic Plan to identify challenges and opportunities in transitioning local bus fleets away from fossil fuels.

Finally, we were busy seeing you in person! Staff and I attended countless events this year, connecting and reconnecting with people in a way we hadn't been able to in the previous few years. I'm grateful for the opportunities to renew and cultivate relationships that will help all of us as we continue to work across political and geographic boundaries to make our region accessible for everyone.



Kate Mattice
Executive Director



Dalia Palchik 
NVTC Chair

Commission Officers

2023 NVTC Officers




Dalia Palchik 
NVTC Chair
Fairfax County




Matt de Ferranti 
NVTC Vice-Chair
Arlington County




David Snyder 
Secretary-Treasurer
City of Falls Church



Canek Aguirre 
Immediate Past Chair
City of Alexandria

NVTC Committee Chairs




Canek Aguirre 
Legislative and
Policy Committee
City of Alexandria

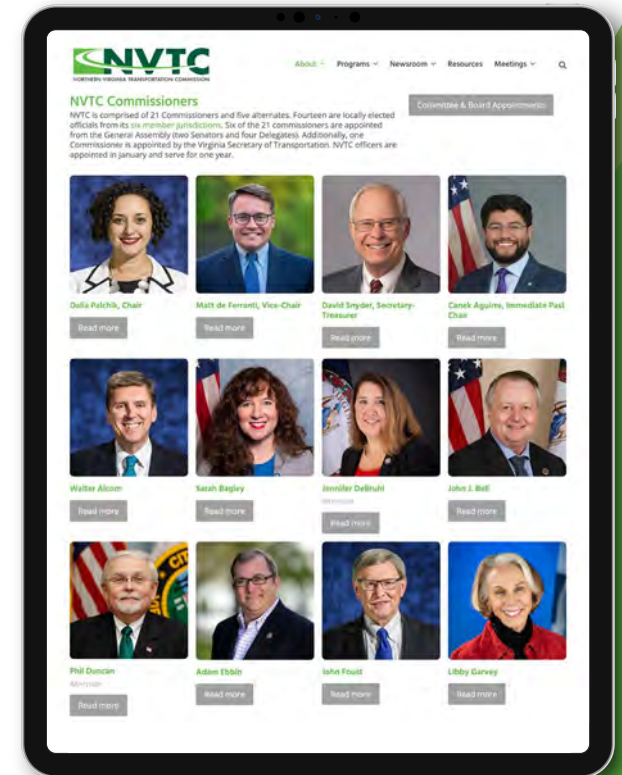


Sarah Bagley 
Program Advisory
Committee
City of Alexandria



Walter Alcorn 
WMATA Committee
Fairfax County

Meet Our Commissioners Online



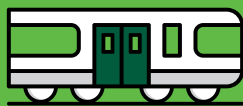
View All Commissioners Here 
(novatransit.org/commissioners)

NVTC Continues to Demonstrate Excellence in Financial Management

NVTC fiscal year 2023 financial and compliance reports received clean audit opinions. The three opinions cover 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.

**Total NVTC
Fiscal Year
2023 Revenue**

**\$418.2
million**



\$228.7 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 \$228.7 million.



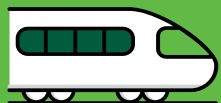
\$64.6 million
STATE ASSISTANCE

State assistance for local operating and capital needs, which NVTC applied for on behalf of its member jurisdictions' transit systems, came to \$64.6 million.



\$25.7 million
REVENUES

Net revenues from the regional gas tax, which NVTC received for Metro operating and capital requirements, equaled \$25.7 million.



\$41.1 million
STATE ASSISTANCE

DRPT assistance to VRE, for which NVTC served as grantee, totaled \$41.1 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.



\$11.8 million
FEDERAL GRANTS

Federal grant revenue received on behalf of two NVTC jurisdictions totaled \$11.8 million. NVTC serves as grantee for these federal awards and ensured the jurisdiction's compliance with Federal Transit Administration requirements.



\$31.3 million
COMMUTER CHOICE

\$31.3 million in toll-related revenues received for the I-66 and I-95/395 Commuter Choice programs.

NVTC Finds Transit Network Generates \$1.5 Billion in Tax Revenue

NVTC's "Value of Northern Virginia to the Commonwealth" report found significant statewide benefits from the transit network in Northern Virginia.



\$1.5B

in annual personal income and sales tax revenue for Virginia each year.



The tax revenue makes up nearly **5% of the Virginia general fund**, supporting programs and services across the Commonwealth.



160%

return on investment received by the Commonwealth for money spent on Northern Virginia transit.



Supports

128,000

households



Supports

311,000

jobs



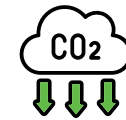
400+

serious injuries avoided from car crashes.



\$130M

saved in commuter vehicle operating costs.



70,000

metric tons of CO₂ emissions avoided.

Staff also developed an interactive website showing how public transit in the region has built out over time and allowing users to explore how the traffic congestion in the region might increase and jobs and residents might decrease without public transit.

Value of Transit Interactive Website — bit.ly/48gN0gb

Facing Imminent Budget Crisis, NVTC Sends Recommendations to Strengthen Metro

NVTC enjoys a special relationship with the Washington Metropolitan Area Transit Authority (WMATA), as it is charged with the funding and stewardship of Metro. NVTC serves as Virginia's voice on the Metro Board of Directors through its appointments. NVTC also manages state aid and the regional gas tax which NVTC jurisdictions use to help meet their Metro funding obligations.

Report on the Performance and Condition of WMATA

NVTC's 2023 "Report on the Performance and Condition of WMATA" made near-term recommendations to stabilize Metro and avoid catastrophic service cuts as the agency faces unprecedented budget gaps due to inflation, changes in ridership due to increased telework and structural issues in Metro's funding model.

Near-Term Priorities

1. Seek administrative or legislative opportunities to permit WMATA to re-baseline its FY 2025 operating subsidy bill to reflect the impact of the COVID-19 pandemic
2. Advocate for additional state aid in FY 2025 to match local funding for WMATA
3. Seek a commitment from federal, state, regional and local funding partners to develop long-term, sustainable, dedicated funding to meet WMATA's capital and operating needs

Mid- to Long-Term Recommendations

While WMATA and the region take temporary actions to sustain bus and rail service and avoid a transit death spiral, they must simultaneously develop long-term solutions. These recommendations offer WMATA, the Commonwealth and the region a framework to help guide regional funding and reform discussions that will take place over the next few years.

1. Manage labor cost escalation through reforms to pension and other post-employment benefits
2. Seek Amendments to the federal Wolf Act that would require consideration of WMATA's fiscal condition and jurisdictions' ability to pay in binding arbitration
3. Establish a revised Virginia and Maryland legislative operating assistance growth cap that addresses the unintended consequences of the current cap
4. Improve farebox recovery by raising fares for Metrorail and Metrobus
5. Formalize the functions and scope of a WMATA Board audit committee to enhance oversight via a coordinated jurisdictional audit
6. Secure one or more sustainable and reliable sources of dedicated revenues to support additional operating funding
7. Establish a rainy-day fund at WMATA
8. Secure one or more sustainable and reliable sources of dedicated revenues to support additional dedicated capital funding
9. Sustain NVTC's technical, policy, financial and legislative efforts to support the implementation of recommendations



Record Metrorail Service

Metro rolled out multiple service increases throughout the year as ridership demand and railcar availability increased. The agency said it reached a milestone in September, running more train service than at any time in Metro's 47-year history. The return of most of Metro's newest railcar fleet helped make that record possible. The October 2021 derailment of a 7000-series train led Metro to pull those railcars from service. In partnership with the Washington Metrorail Safety Commission, Metro developed and implemented a higher-frequency inspection protocol to ensure the safety and reliability of the 7000-series and return them to service.

Major Construction and Regional Coordination

Metro's Yellow Line reopened in May following an eight-month project to rehabilitate the Yellow Line Bridge/Tunnel connecting Virginia to Washington over the Potomac River.

A two-stage construction project on the Orange Line between East Falls Church and Vienna closed stations on both the Orange and Silver Lines for several weeks in June, with a smaller, Orange Line only, shutdown lasting into July.

Throughout both projects and building on the experiences of three previous Metro station shutdowns in Northern Virginia, NVTC convened regular meetings with Metro, the Northern Virginia cities, counties, transit agencies affected by the shutdown, and federal and military partners to foster cooperation on topics ranging from development of shuttle bus and supplemental service plans to promoting existing transit services as alternatives.

Potomac Yard-VT Station Opening

Potomac Yard-VT, Metro's newest station, opened in May. NVTC played a small, but important role in the funding of Metrorail's 98th station, managing a \$20 million dollar grant from the Federal Transit Administration (FTA). The infill station in Alexandria connects a rapidly growing area between the Braddock Road and Regan National Airport Stations. The station will eventually support 26,000 new jobs and 13,000 new residents.



Commuter Choice Program Celebrates Records

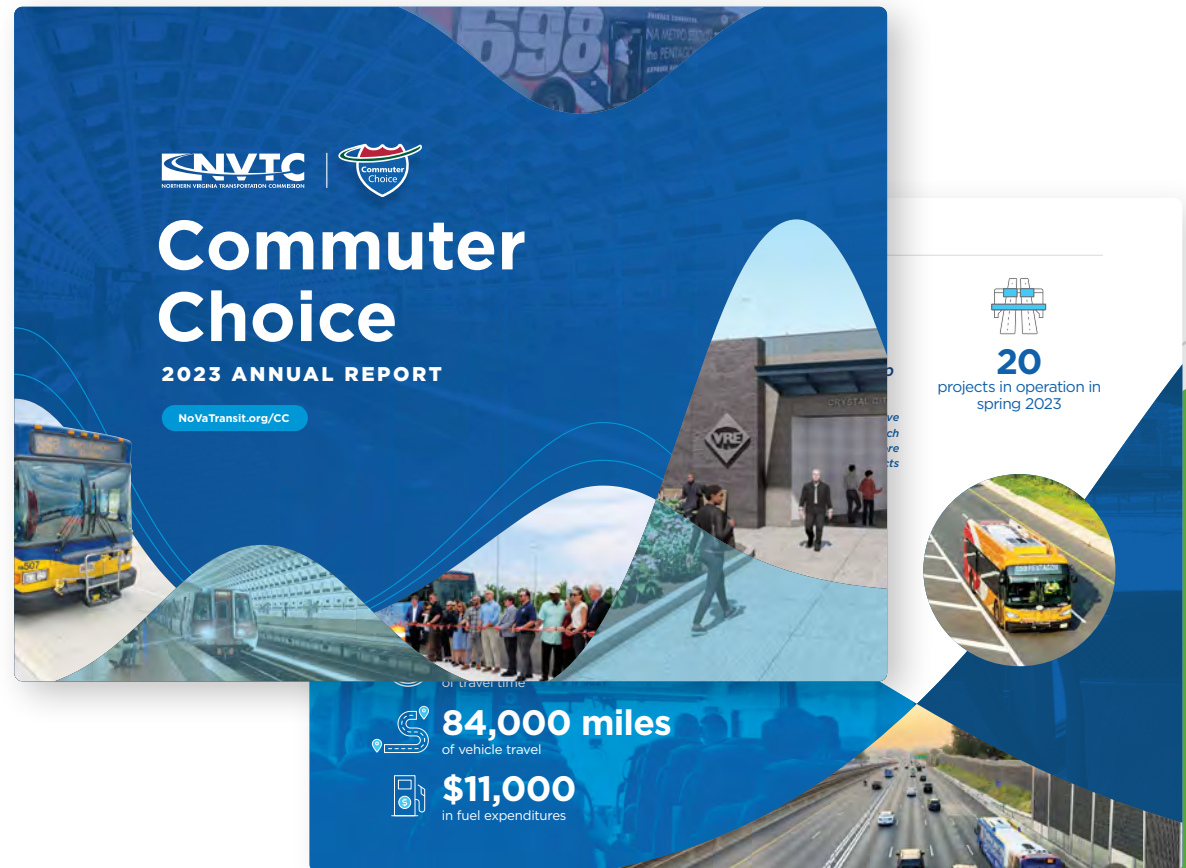
Commuter Choice, NVTC's competitive grant program that reinvests toll revenues into projects that provide alternatives to driving alone, had a record year in 2023. Commuter Choice-funded projects provided 6,000 passenger trips in the I-66 Inside the Beltway and I-395/95 corridors each weekday, the most in any year in the program's history. NVTC also allocated over \$48 million to new projects and received a record level of public input during our project selection process.

Regional Benefits

Since 2017, Commuter Choice's \$108 million investment in transit and other transportation projects has improved travel and overall quality of life for Northern Virginians by:

- › Supporting 5 million trips on the I-66 and I-395/95 corridors, representing 104 million fewer million vehicle miles traveled.
- › Saving 1.1 million hours of travel time, producing \$31 million in regional economic benefit from reduced travel delay.
- › Saving commuters \$14.5 million in fuel costs and reducing greenhouse gas emissions by 69% relative to driving alone.
- › Avoiding 130 automobile crashes

novatransit.org/uploads/Projects/CommuterChoice/CCReport2023.pdf



I-66

The I-66 Outside the Beltway Express Lanes opened in November 2022 and immediately afforded substantial travel time savings for longer distance corridor commuters throughout 2023. OmniRide and Fairfax Connector services benefitted from more reliable travel and saved up to 15-minutes per run, a level of time savings that plays a significant factor in attracting new transit riders.

NVTC opened its sixth I-66 call for projects in October with \$40 to \$50 million available for new projects in FY 2025-2026, the most in any I-66 funding round to date and a function of I-66 toll revenues continuing their upward trend.

I-395/95

I-395/95 Commuter Choice supported 50% more daily passenger trips each weekday than in spring 2022 as traffic congestion in the corridor continued to grow and demand for transit services continued to rebound.

NVTC approved \$48 million across 13 I-395/95 Commuter Choice projects in June, the largest collective award to date. The awards included nearly \$20 million toward the program's first larger capital projects, Fairfax County's Richmond Highway Bus Rapid Transit and Virginia Railway Express' Crystal City Station Expansion. These will provide decades of benefits to corridor toll payers.



Spotsylvania Park and Ride

Commuter Choice provided \$1.2 million to a 700-space Park & Ride commuter lot at the intersection of Route 1 and Commonwealth Drive in Spotsylvania County that opened in June. Without Commuter Choice, the lot would have been scaled down by about 200 spaces—almost 1/3rd of its capacity.

City of Fairfax Bikeshare

The City of Fairfax celebrated the opening of 10 new Capital Bikeshare stations in October. The I-66 Commuter Choice program funded four of the new stations near the Vienna Metrorail station and provides residents with a new, convenient access Metro for travel along the I-66 corridor. Separately, Commuter Choice funded a 10-station bikeshare expansion in the nearby Dunn Loring-Merrifield area of Fairfax County.

I-66 Commuter Choice also funded improvements to CUE bus stops, making the system easier and more comfortable to use. Installation of shelters, real-time information signs, lighting and seating at many stops is underway and will be complete by the end of the year. The improvements support the city's rebranding of the CUE system.

Record Public Input

NVTC held a one-month public comment period to gather input on projects under consideration for Commuter Choice funding and received a record 646 comment submissions as a result of effective efforts by applicants to get the word out, a local TV news segment on the projects under consideration and easy-to-use materials produced by NVTC, all available both in English and Spanish.



Transit Technology Program Plans for Zero-Emission Future

NVTC's Transit Technology Program coordinates among Northern Virginia's bus systems to share lessons learned from implementing new technologies and support innovative solutions to regional issues. In 2023, NVTC focused on advancing zero-emission bus (ZEB) technology and infrastructure throughout the region.

Zero-Emission Buses

NVTC launched the "Regional Zero-Emission Bus Strategic Plan" project in 2023, which is funded through a grant from the Virginia Department of Rail and Public Transportation. Staff worked with agency partners to identify challenges and opportunities to the ZEB transition in Northern Virginia. This process led to a set of six draft ZEB strategies to guide NVTC's work. When accepted by the Commission in 2024, staff will work toward implementing the strategies and the related short- and long-term actions in partnership with the local agencies.

NVTC continued to serve as a forum for ZEB conversations about battery electric buses (BEBs) and hydrogen-powered fuel cell electric buses (FCEBs) through the NVTC ZEB Working Group. As more local agencies incorporate ZEBs into their fleet, our region will have a wealth of knowledge to share with others and incorporate into future decisions.



Transit Resource Center Supports Regional Transit Solutions

NVTC's 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

Staff completed the latest phase of study for Envision Route 7, focusing on the segment planned to run through Falls Church, evaluating and determining the mobility benefits and impacts resulting from the proposed Bus Rapid Transit (BRT) from Tysons to Seven Corners, part of the larger planned BRT extending to Alexandria. The study will be used by the City of Falls Church to decide what different elements of a BRT will work best through their residential and downtown areas.

The Envision Route 7 project aims to address the anticipated traffic congestion along the corridor and improve overall mobility by providing high-speed, high-frequency and reliable transit service and connections across multiple jurisdictions, and between multiple Metrorail stations. The corridor has the second busiest bus ridership corridor in Northern Virginia, at 114% of pre-pandemic ridership versus the regional bus average of approximately 90%.

Research and Studies

Bus Stop Amenities Study

The study evaluated how and why bus stops are distributed in Northern Virginia, demonstrating that bus stop amenity distribution was related to factors like adjacent land use, the location of bus stops in cities or adjacent to local roads and demographics. The study found the presence of bus stop amenities (like seats and shelter) was related to adjacent land use, demographics, right-of-way ownership, and the amount of bus service and ridership. If a bus stop was shared by multiple transit agencies, it was also far more likely to have a seat or shelter. Finally, while bus stop amenities were slow to implement, almost 10% of bus stops gained designated seating over the past decade. The study also recommended updating and adding amenities to bus stops and simplifying the approval and installation of upgrades.

[Bus Stop Amenities Study PDF — bit.ly/46Lyyvu](https://bit.ly/46Lyyvu)

Advancing Bus Priority Study

Found that bus speed varied by time of day and geography and that excess delays caused by congestion follow similar patterns. The study estimated that congestion-caused bus delays built into the region's transit schedules cost Northern Virginia transit systems \$19 million per year in unnecessary operating costs. The work helps identify opportunities for improving speed and congestion issues through infrastructure improvements like dedicated bus lanes, transit signal priority or queue jumps.

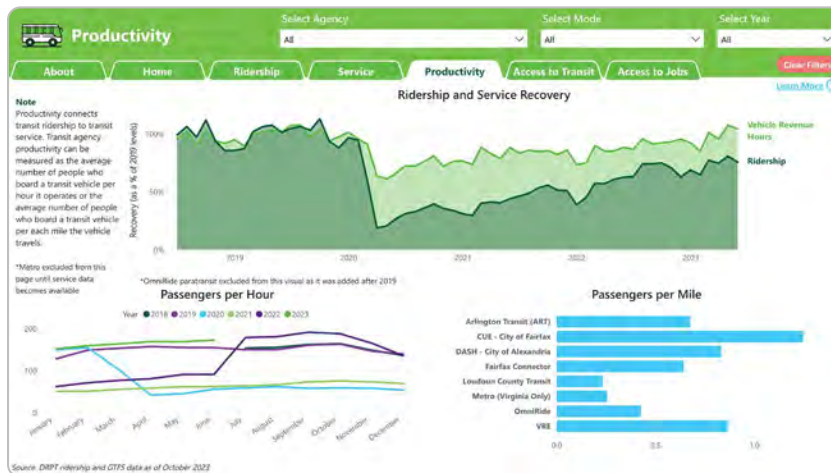
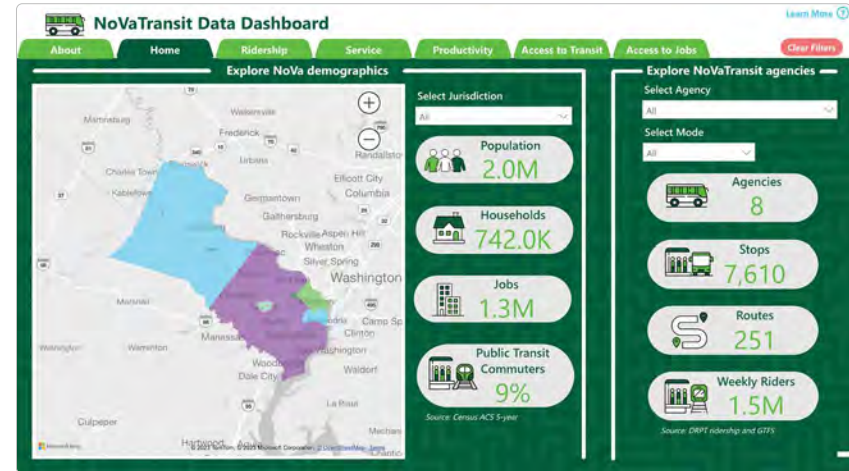
[Advancing Bus Priority Study — bit.ly/46FrdgT](https://bit.ly/46FrdgT)



NoVaTransit Data Dashboard

The Transit Resource Center added new features to the NoVaTransit Data Dashboard, ensuring that the website provides up-to-date information. They include new ways to evaluate access to bus service. The dashboard shows that Northern Virginia transit has almost reached pre-pandemic levels with an average of 1.5 million transit riders every week in the region. Ridership has increased over 30% since last year.

novatransit.org/transit-dashboard



Virginia Railway Express Ridership Makes Gains as System Builds for the Future

NVTC helped found Virginia Railway Express (VRE) and co-owns the commuter railroad with the Potomac and Rappahannock Transportation Commission (PRTC). Both Commissions appoint members of the VRE Operations Board and must approve VRE's annual budgets, policy and fare changes, major investments and legislative initiatives.

Track Rehabilitation Project

In October, VRE and Amtrak celebrated the rehabilitation of Track 22 at Washington Union Station, the northern terminus of VRE service. This additional track will provide VRE with a fourth track to access its terminus at Union Station. The two Commissions contributed \$6.34 million toward the \$38 million project.

Promotional Fares and Ridership Gains

VRE offered promotional fares in Zones 1, 2 and 3 during major Metro track work that shut down the entire Yellow Line from September 2022 until May 2023. Ticket sales doubled during the promotion. The temporary reduced fares were designed to encourage people to ride VRE while Metro rebuilt the Yellow Line Bridge/Tunnel over the Potomac River. The VRE Operations Board later extended the fare reduction until November.

Manassas Park Garage

The City of Manassas Park broke ground in July for a parking garage that will provide 540 spaces for riders of VRE's Manassas Line. NVTC's Commuter Choice program provided \$2.5 million for the project. Manassas Park opened Park Central last year as part of an effort to transform its downtown into a transit-oriented, mixed-use, walkable destination. The adjacent garage is being built on city-owned property and is expected to be complete in mid-2025.



Legislative Forum Highlights Regional Efforts, Transformation of Transit Services

NVTC held its annual Legislative Forum in partnership with the Potomac and Rappahannock Transportation Commission (PRTC) and Virginia Railway Express (VRE) on December 1, where speakers and panelists noted the importance of regional coordination for transit service and discussed how the transit agencies that serve Northern Virginia have adapted to post-pandemic travel patterns. Special guest speaker Jen DeBruhl, Director of the Department of Rail and Public Transportation (DRPT), said public transit ridership across Virginia has rebounded since the pandemic. However, she urged the federal government to return more workers to the office, saying the move would boost Metro and VRE ridership.

Keynote speaker Kathy Hollinger, CEO of the Greater Washington Partnership (GWP), spoke of her organizations' focus on the "super-region" from Baltimore to Richmond and the importance of transit and transportation to businesses and other entities throughout that region.

Finally, our Transit Leader Panel talked about how Metro, VRE, OmniRide and the other local bus systems are serving riders. Metro GM/CEO Randy Clarke and NVTC Executive Director Kate Mattice also talked about the agency's fiscal cliff, efforts to adapt the 3% funding cap and efforts to make changes in the law.



Kathy Hollinger, CEO
Greater Washington Partnership



Jennifer DeBruhl, Director
Department of Rail and Public Transportation



Regional Marketing Campaign Celebrates Yellow Line & New Metro Station

NVTC led its fourth regional marketing campaign promoting the use of public transit in Northern Virginia between June and September following the reopening of the Yellow Line Bridge/Tunnel over the Potomac River, as well as the opening of the Potomac Yard-VT Station.

We dramatically expanded the number of radio stations we advertised with from three to a dozen, which expanded and diversified our audience with greater visibility in minority and Spanish speaking communities. The campaign was heard on over a dozen radio stations, podcasts and streaming services and seen across multiple digital and social media platforms, all encouraging listeners and viewers to visit novarides.org.

The campaign delivered over 16 million impressions, driving nearly 60,000 clicks to the NoVaRides.org English and Spanish landing pages. More than 6,000 users clicked to plan their trip on transit using the Moovit app and Waze generated over 14,000 clicks were generated from Waze.

The Department of Rail and Public Transportation funded the campaign, with local matches from our regional partners: Arlington, Alexandria, Fairfax County, OmniRide and Virginia Railway Express.



NVTC in the News

Local, regional and national newspapers, magazines, radio and television stations and podcasts interviewed NVTC leaders and reported on NVTC's programs more than 50 times throughout the year, covering topics including Metro, the Commuter Choice program and NVTC's research reports.

The Washington Post

- › Metro needs millions of dollars, and soon. Leaders are weighing their next move. [wapo.st/3QS92P5](https://www.washingtonpost.com/transportation/metro-needs-millions-of-dollars-and-soon-leaders-are-weighing-their-next-move/2023/03/09/)

Washington Business Journal

- › Next stop: Fiscal cliff, Inherent flaws in Metro's funding model are steering it right into a financial crisis [bit.ly/3SVKTKf](https://www.washingtonbusinessjournal.com/news/transportation/next-stop-fiscal-cliff-inherent-flaws-in-metro-s-funding-model-are-steering-it-right-into-a-financial-crisis/)

DCist

- › General Manager Randy Clarke Charmed Metro Riders In His First Year — But The Real Challenge Lies Ahead [bit.ly/49QSi3m](https://www.dcist.com/news/transportation/general-manager-randy-clarke-charmed-metro-riders-in-his-first-year-but-the-real-challenge-lies-ahead/)

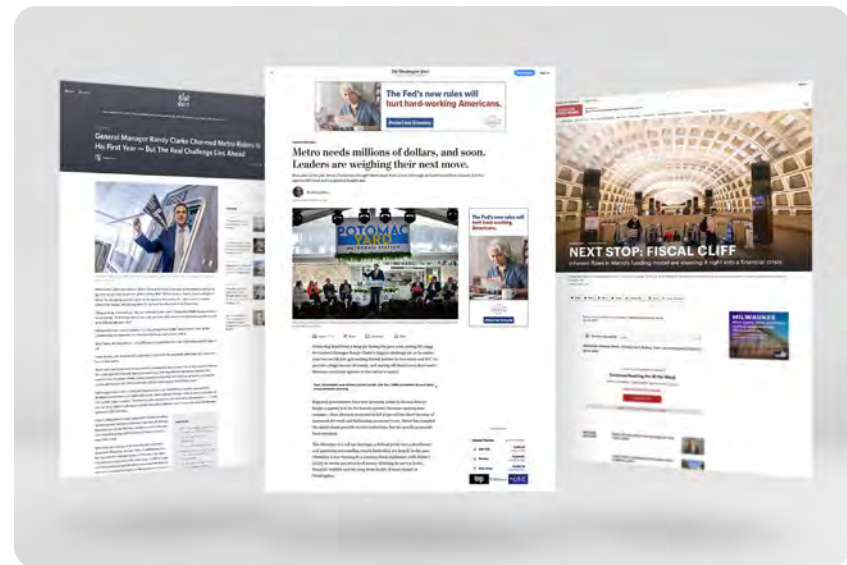
WJLA

- › Transportation leaders to decide which Virginia projects will receive \$48M toll lane fund [bit.ly/3sFAaJb](https://www.wjla.com/news/transportation/transportation-leaders-to-decide-which-virginia-projects-will-receive-48m-toll-lane-fund/)

Transit Unplugged

- › From zero emissions to zero fare, Kate Mattice is tackling the big issues facing transit in Northern Virginia [bit.ly/46wk0zJ](https://www.transitunplugged.com/episode/10/kate-mattice-nvta/)

Read more: novatransit.org/news-and-media/nvta-in-the-news/



NVTC Takes Active Role in Local, Regional and National Events

NVTC leadership and staff were highly engaged in collaborative efforts across Northern Virginia, the greater Washington region and with national organizations throughout the year. From presenting at and attending conventions, to participating in groundbreakings and ribbons cuttings, to speaking with students in urban planning and public policy, they worked to tell the story of public transit in the region and explain the growing body of work undertaken at NVTC.





NVTC Staff and Commissioners Honored for their Work

APTF Scholarship

The American Public Transit Foundation (APTF) awarded a scholarship to Senior Program Manager Xavier Harmony as he pursues a Ph.D. in Planning, Governance and Globalization.

The scholarship supports APTF'S mission to increase and retain the number of individuals choosing the transit field as a career.



Virginia Transit Leadership Institute

Senior Grants and Procurement Manager and DBE Officer Brittany Sumpter joined the inaugural class of the Virginia Transit Leadership Institute, presented by the Virginia Transit Association.



Outstanding Contribution by an Individual

The Virginia Transit Association (VTA) recognized Commissioner Katie Cristol for her work with the Commission and Arlington County Board. Each year, VTA recognizes outstanding leadership and contributions by individuals who are working to advance public transportation in their community.



MetroNow Coalition Transit Champion

The MetroNow Coalition named NVTC and Executive Director Kate Mattice as its transit champion for October, adding, "We applaud Kate and the NVTC team's efforts to map the value of transit in Virginia and to develop practical proposals for improvements through its WMATA Operating Funding and Reform Working Group."

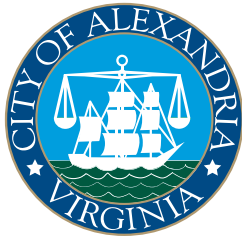
Outstanding Public Transportation Board Member

The American Public Transportation Association (APTA) awarded Commissioner Paul Smedberg as the Outstanding Public Transportation Board Member for his role as Chair of the Metro Board of Directors.

The APTA Awards recognize organizations and leaders in the public transportation industry in North America who have demonstrated significant leadership, are outstanding role models of excellence, and whose accomplishments and innovations have greatly advanced public transportation.



Member Jurisdictions



Partnerships



NVTC's Professional Staff

Transit Fellow Program

NVTC hosted three Transit Fellows 2023



Rachel Inman graduated this year from Virginia Tech with a Bachelor's Degree in Public and Urban Affairs and spent the summer working on bus stop amenity study.



Silas Sullivan completed his Master's Degree in Urban Planning at Virginia Tech and supported the Commuter Choice and WMATA programs.



Nathan Varnell is pursuing a Master's Degree in Public Administration at The George Washington University. He spent the year supporting the Communications team.

The Transit Fellow program is made possible through generous support from the Department of Rail and Public Transportation





From front left: Brittany Sumpter, Kate Mattice, Allan Fye, Monique Blyther, Sophie Spiliotopoulos, Tenley O'Hara, Noman Sayed, Rhonda Gilchrest, Colethia Quarles, Adam Hager, Genoveva Cutrell, Andrew D'huyvetter, Melissa Walker, Matt Friedman, Ben Owen, Ann McGrane, Xavier Harmony, Vikram Sinha, Scott Kalkwarf

Advancing Transit

2023 YEAR IN REVIEW

*The 2023 Year in Review is a product of the
Northern Virginia Transportation Commission*

Contact Us

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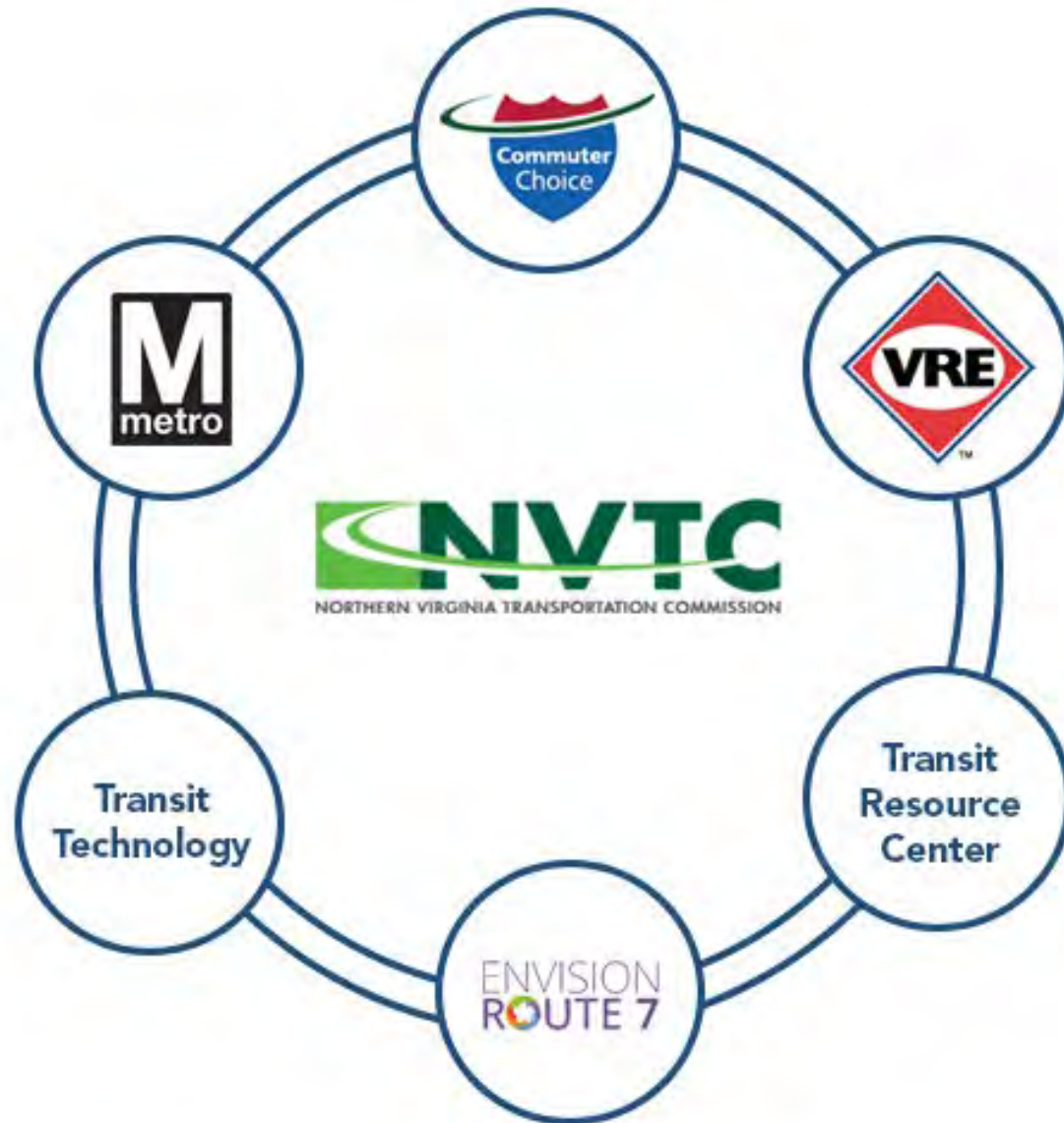
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Financial Analysis & Management

Legislative & Policy Efforts

Communications & Engagement

Commission Management

Internal Operations

NVTC 2024-2025 Work Plan Highlights



Commuter Choice

- I-395/95 Call for Projects (FY 2026-2027)
- I-66 scoring and programming (FY 2025-2026)
- Annual Report to CTB and video
- Public comment period and materials

NVTC Oversight of WMATA

- Annual Report on the Performance and Condition of WMATA
- WMATA budget letters and testimony (Commission, CTB, General Assembly, etc.)
- NVTC WMATA Committee work plan and support
- Continue analysis and policy development through NVTC's WMATA Operating Funding & Reform working Group

Transit Technology

- Adopt and implement Northern Virginia Zero-Emission Bus Strategic Plan
- Lead Working Group
- Support ongoing fare collection coordination efforts

2024 Policy Symposium

- Logistics planning and sponsorship
- Content development and speaker selection

Transit Resource Center

- Maintain and update NoVaTransit Data Dashboard
- Complete Northern Virginia Regional Bus Analysis Study
- Complete NVTC Strategic Research Plan
- Develop new online story maps to share NVTC content and priorities

Envision Route 7 BRT

- Complete Route 7 BRT Strategic Implementation Plan
- Initiate Phase 4-2 (funded through Congressional Community Project Funding grant)
- Increased stakeholder engagement

Legislative and Policy Efforts

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

Communications

- Public outreach for Commuter Choice and Route 7 BRT program milestones
- Daily headlines, weekly and monthly newsletters
- 60th Anniversary support and logistics*

**materials to be paid for by external sources*

Financial Analysis and Reporting

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

Commission Management

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

Internal Operations

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

NVTC Staff Support to VRE

- Support annual ridership survey



Zero-Emission Bus (ZEB) Strategic Plan and Next Steps

January 4, 2024

Ann McGrane
*Transit Technology
Senior Program Manager*

Strategic Plan Purpose

Develop a set of regional recommendations that can help advance zero-emission buses (ZEBs) throughout the region.

Provide support to regional partners as they advance their own ZEB transition plans.

Areas we've explored include:

- Industry trends
- Shared infrastructure opportunities
- Supportive policies and standards
- Collaboration and coordination needs









Serve as a workplan for the upcoming years by identifying areas where NVTC can provide value to local agencies.

A collage of four images showing different transit buses. Top left: A blue and yellow bus with 'CHARGED UP' and 'Alexandria Transit Company' text. Top right: A blue bus with 'cue' and 'City, University, Everyone.' text. Bottom left: A green bus with 'EZ BALLSTON' text. Bottom right: A yellow bus with 'ZERO EMISSION' text.

Northern Virginia Zero-Emission Bus Strategic Plan








Northern Virginia Transportation Commission
January 2024

Strategies and Actions

NVTC has identified six strategies in support of Northern Virginia transit agencies' zero-emission bus transitions.		Quick Wins (Year One)	Short Term (2-3 Years)	Long Term (3+ Years)
Strategy 1 - Serve as a Regional ZEB Forum				
1A - Continue to Facilitate ZEB Working Group		----->		
1B - Share Operational Data and Findings				----->
Strategy 2 - Advocate for Consistent and Supportive ZEB Standards and Policies				
2A - Educate Staff and Local Elected Officials		----->		
2B - Advocate for Legislative Support		----->		
2C - Encourage Interoperability				
Strategy 3 - Provide Regional ZEB Funding Coordination				
3A - Create a ZEB Funding Strategy				
3B - Develop Multi-Agency ZEB Grant Applications				
3C - Identify Joint ZEB Procurement Opportunities				

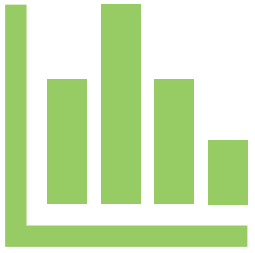


Strategies and Actions

NVTC has identified six strategies in support of Northern Virginia transit agencies' zero-emission bus transitions.		Quick Wins (Year One)	Short Term (2-3 Years)	Long Term (3+ Years)
Strategy 4 - Support Development of Shared BEB Charging Infrastructure				
4A - Conduct a Shared Charging Feasibility Study				
4B - Pilot Shared On-Route Charging Station				
Strategy 5 - Evaluate Opportunities for Private Partnerships Related to ZEBs				
5A - Host Industry Listening Sessions				
5B - Create Transit Technology Proposal Process				
5C - Develop ZEB Request for Information				
Strategy 6 - Support ZEB Workforce Training and Education				
6A - Identify and Share ZEB Training Resources			----->	
6B - Engage with Educational Institutions, Regional Partners and DRPT about ZEB Training Opportunities				----->

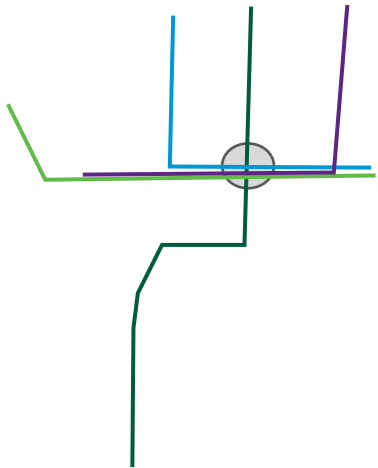


Next Steps for 2024



Data Dashboard:

- Implementing ZEBs involves tracking new forms of data, and it will be helpful to share operational lessons learned among local agencies
- NVTC will begin process of identifying what data to share and how to gather it



Shared On-Route Charging Feasibility Study:

- Two-part study to analyze where and how shared on-route charging would work across multiple agencies in Northern Virginia
- Evaluating two options to fund the study - through the Joint Office of Energy and Transportation and/or DRPT

Actions

- ACTION: Approve Resolution #2530: Accept Northern Virginia Zero-Emission Bus Strategic Plan
- ACTION: Authorize the Executive Director to Submit a DRPT Technical Assistance Grant for the BEB On-Route Charging Feasibility Study
- ACTION: Authorize the Executive Director to Execute an Agreement (if needed) to Accept Technical Assistance from the US Joint Office of Energy and Transportation

Zero-Emission Buses in Northern Virginia

Transit providers in Northern Virginia are in various stages of their transition to zero-emission buses (ZEBs). Converting to ZEBs requires significant investment in vehicles and supporting infrastructure, so it is important to share lessons learned from early adopters and to identify opportunities for interoperability of infrastructure.

NVTC coordinates among agencies to help Northern Virginia's transit fleets reach sustainability goals while providing safe, reliable and cost-effective transit service to riders.



What are ZEBs and why are they challenging to implement?

ZEBs produce zero tailpipe emissions and can be either battery electric buses (BEBs) or hydrogen-powered fuel cell electric buses (FCEBs).

1

Cost and Funding

ZEBs typically cost more than \$1 million per bus and require new charging or fueling infrastructure.

2

Operational Differences

Current BEBs cannot replace diesel buses on a 1:1 basis for all routes due to their shorter range.

3

Availability

Grid capacity for BEBs and hydrogen supply for FCEBs remain critical pathways to successfully implementing ZEBs.
















4

Workforce Development

Whether a BEB or a FCEB, ZEBs require new skills for the transit workforce.

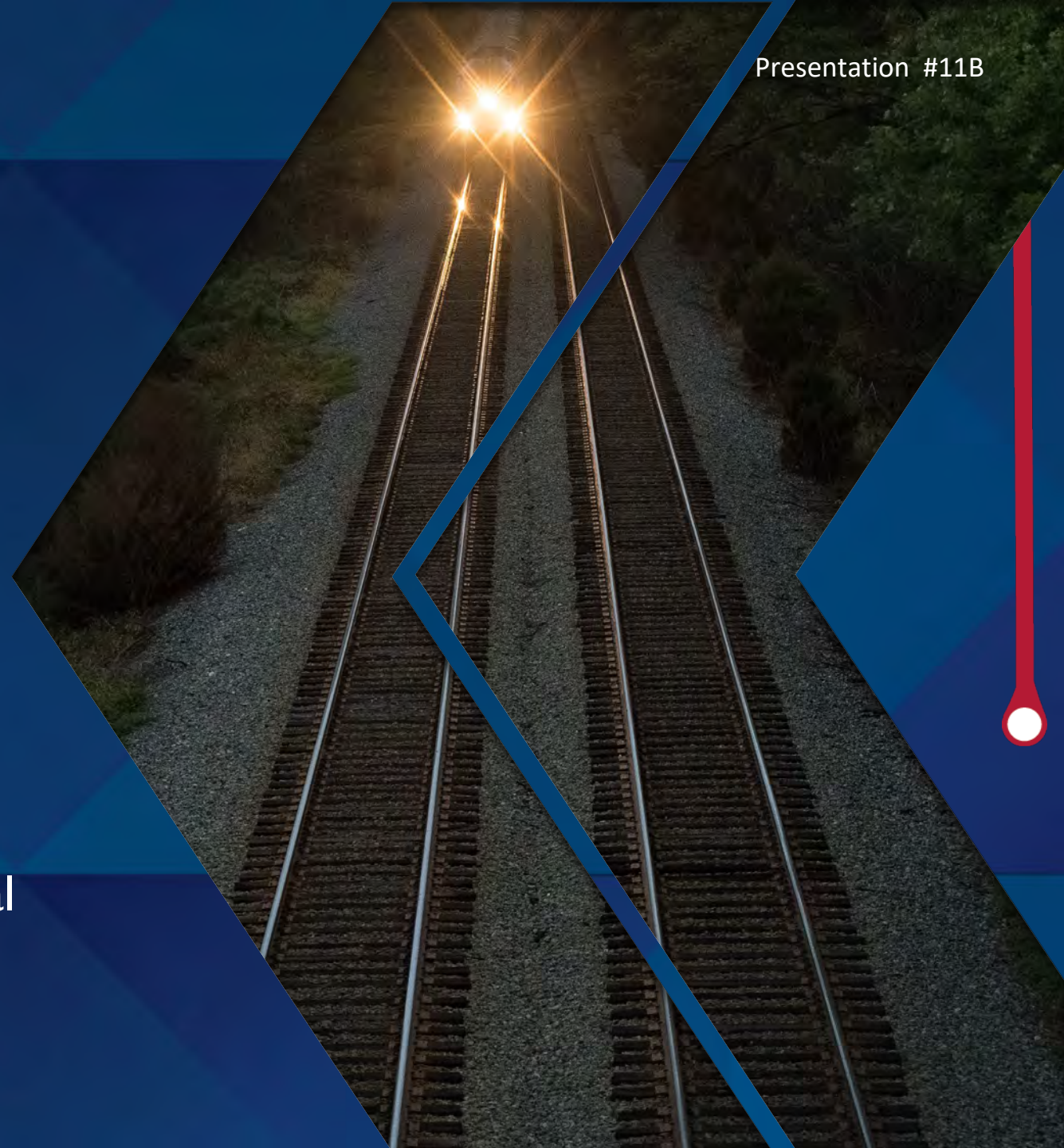


Northern Virginia ZEB Strategic Plan

NVTC has identified six strategies in support of Northern Virginia transit agencies' zero-emission bus transitions.		Quick Wins (Year One)	Short Term (2-3 Years)	Long Term (3+ Years)
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6A - Identify and Share ZEB Training Resources		-----	-----	----->
6B - Engage with Educational Institutions, Regional Partners and DRPT about ZEB Training Opportunities				----->

IMPROVING AND EXPANDING SERVICE

- Opportunities for service enhancements on weekdays to partially offset new costs
- Total increase in service (train miles) of about 8 percent
- Planned inauguration of Saturday service
- Three round-trip trains on each line with service northbound in the morning and southbound in the afternoon/evening
- All changes contingent upon final approval of host railroads, operations and maintenance contractor, and other key stakeholders





SUBSIDY AND FARES

- ✓ Total subsidy of \$18.3 million, back to FY 2021 level
 - Would be ~\$22 million if had grown with inflation since 2021
 - Pandemic relief funds continue to provide support, but will not last forever
 - Jurisdictional support critical to continued recovery
- ✓ Overall fare increase of 5%
 - Expected to generate ~\$1 million
 - Other changes: flat \$5.00 fare for travel in Zones 1-3; eliminate weekly pass; children 18 and under ride free
- ✓ Positive feedback from the public

FY 2025 EXPENSE DRIVERS

- Costs reflect Saturday service implementation and weekday savings opportunities
- Major contracts with Keolis/host railroads/Amtrak services escalated with inflation (CPI and AAR)
- Diesel fuel: \$3.25/gallon and 1.83 million gallons
- Insurance: annual market-based increases and expanded coverages (e.g., cyber)
- Recommend adding two FTEs: Facilities and Information Technology positions to meet expanding requirements
- Nothing deferred: continue to deliver safe, cost effective, accessible, and reliable commuter-oriented service, with additional focus on attracting new riders

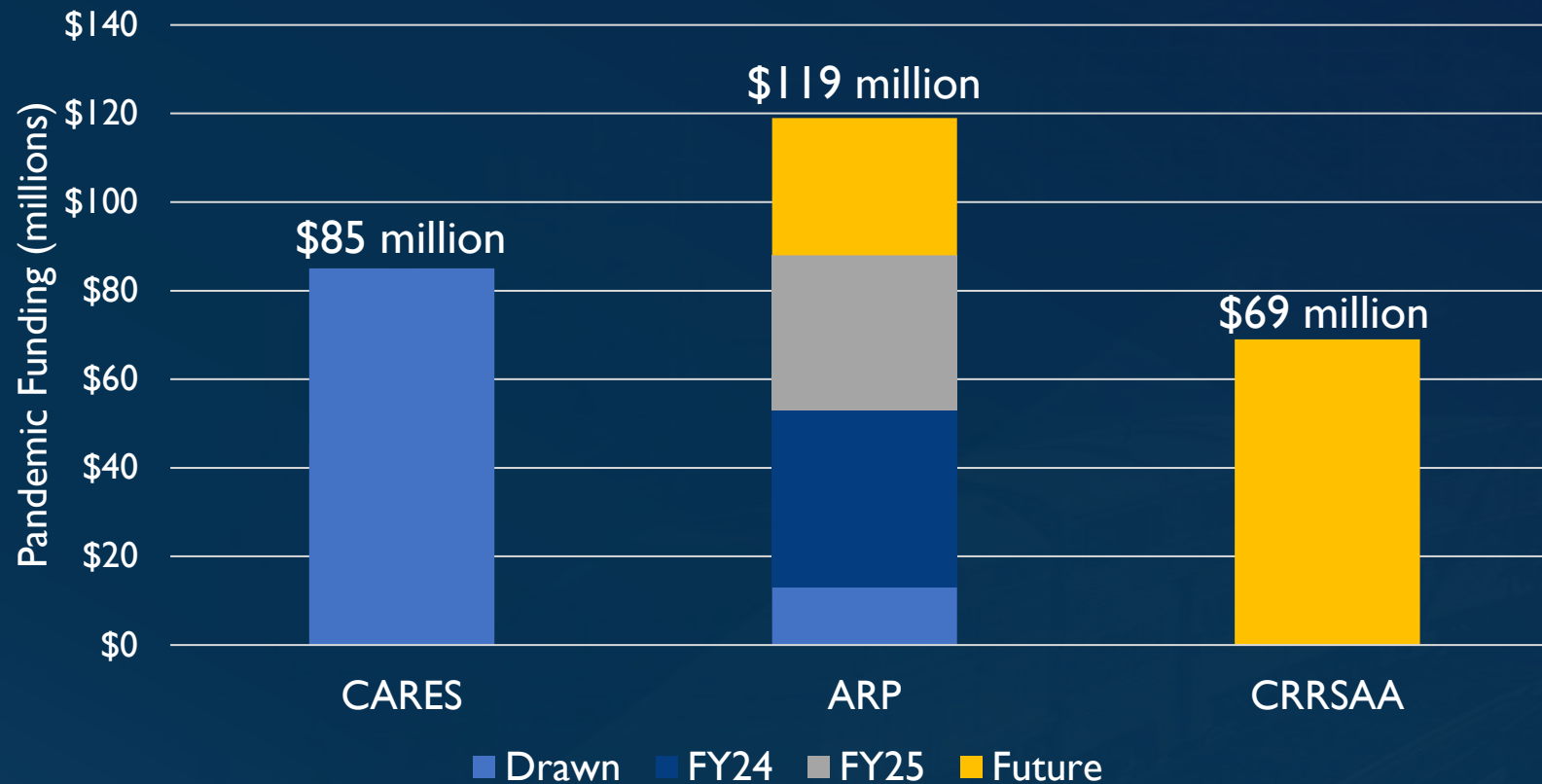
FY 2025 – 2030 CIP BY PROGRAM AREA

(in millions)

Program Name	Cost of Projects	Funded	Unfunded
Asset Management/State of Good Repair	\$94.7	\$94.7	\$0.0
Information Technology	\$4.5	\$4.5	\$0.0
Maintenance & Storage Facilities	\$450.4	\$309.6	\$140.8
Station Parking	\$47.3	\$40.8	\$6.5
Rolling Stock	\$359.0	\$84.6	\$274.3
Passenger Station Facilities	\$366.5	\$322.5	\$43.9
TOTAL	\$1,322.3	\$856.7	\$465.6

USE OF PANDEMIC RELIEF FUNDS

- Use of relief funds is downstream of ridership return and our policy decisions on subsidy, fares, etc.
- Will use more funds in FY 2024 than originally budgeted as ridership return has been below projections





Advancing transit
in Northern Virginia
since 1964



Executive Director Newsletter



January
2024

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A Message from Kate Mattice

Welcome to 2024, a year that marks a significant milestone for the Northern Virginia Transportation Commission (NVTC). This year we'll celebrate 60 years as Northern Virginia's regional body focused on public transportation. Back then, the vision was to recreate a rapid mass transit system for the Greater Washington region. That vision later became Metro. Along the way we've done an astounding amount of work. From creating Virginia Railway Express to establishing the Commuter Choice program to providing technical assistance and analysis for our partners in Northern Virginia and the Commonwealth, we've firmly established ourselves as a vital resource for public transit.

While we'll take time to celebrate our anniversary, our work never ends. The General Assembly Session begins this month with a record 51 new members of the House and Senate, new leadership in both chambers and new chairs of key committees that manage the legislation relevant to transportation and transit.

A major focus this session will be finding ways to stabilize Metro's funding crisis in the near-term and laying the groundwork for long-term financial stability for the agency.

Other work this year includes selecting the next round of I-66 Commuter Choice projects, moving into the next phase of planning for the Envision Route 7 Bus Rapid Transit system, developing a strategic framework for our regional transit research efforts and publishing a Zero-Emission Bus Strategic Plan to guide our jurisdictions in their approach to cleaner transit.

In terms of our 60th anniversary, we are planning a year of events. In February, we will hold our Commission meeting in Richmond followed by a meet-and-greet with many of the new and returning members of the General Assembly. We're hosting a policy symposium in June to highlight the transit research activities that are key to improving public transit in Northern Virginia. In September, we'll hold a formal evening celebration, where we'll premiere a documentary on NVTC's history and celebrate past and current commissioners. Finally, we'll wrap up the year with our annual legislative and policy forum again co-hosted by VRE and PRTC in early December.

It promises to be another busy year, but one that will take stock of how much we've accomplished over the decades.


Executive Director

In This Issue

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- 8 NVTC makes recommendations for Metro as agency braces for potential cuts without new funding
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- 11 NVTC report on bus priority shared with data experts
- 12 Remembering Commissioner Carol DeLong
- 14 Thank you Commissioner John Foust
- 15 NVTC Commissioners

*Save
the
Date*

January 10

General Assembly Session
begins

January 16

Commonwealth
Transportation Board

January 18

WMATA Committee

January 19

VRE Operations Board

January 22

Virginia Transit Association
Advocacy Day

NoVaTransit.org
NoVaRides.org



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Feds provide \$729 million to complete Long Bridge

Sens. Tim Kaine and Mark Warner, joined by Gov. Glenn Youngkin and Reps. Don Beyer, Gerry Connolly, Abigail Spanberger and Jennifer McClellan, [announced](#) a major federal grant for the Long Bridge project December 7. The \$729 million in funding from the Infrastructure Investment and Jobs Act will support completion of the bridge between the District and Virginia, improvements to L'Enfant Station and the addition of a third railroad track in Prince William, Stafford and Spotsylvania Counties. The combined projects will enable faster and more frequent service for Amtrak and Virginia Railway Express. The current bridge serves passenger and freight trains. The new bridge will allow the separation of passenger and freight traffic. It's expected to be completed by 2030.

Executive Director Kate Mattice and a number of NVTC Commissioners attended the announcement, which was held at Long Bridge Park. It came the same week that the Virginia Passenger Rail Authority (VPRA) [signed an agreement](#) with construction partners Long Bridge-North Package, which covers work from the northern banks of the Potomac River to just south of L'Enfant Station. VPRA signed a separate agreement for the Franconia-Springfield Bypass, a nearly one-mile long project to alleviate train interference in one of the most congested points in Virginia. We're excited to see these projects to enhance passenger train travel in the Commonwealth, which are part of the state's [Transforming Rail in Virginia](#) initiative.



Sen. Mark Warner gestures as Virginia members of the U.S. House hold a check and Gov. Glenn Youngkin looks on.

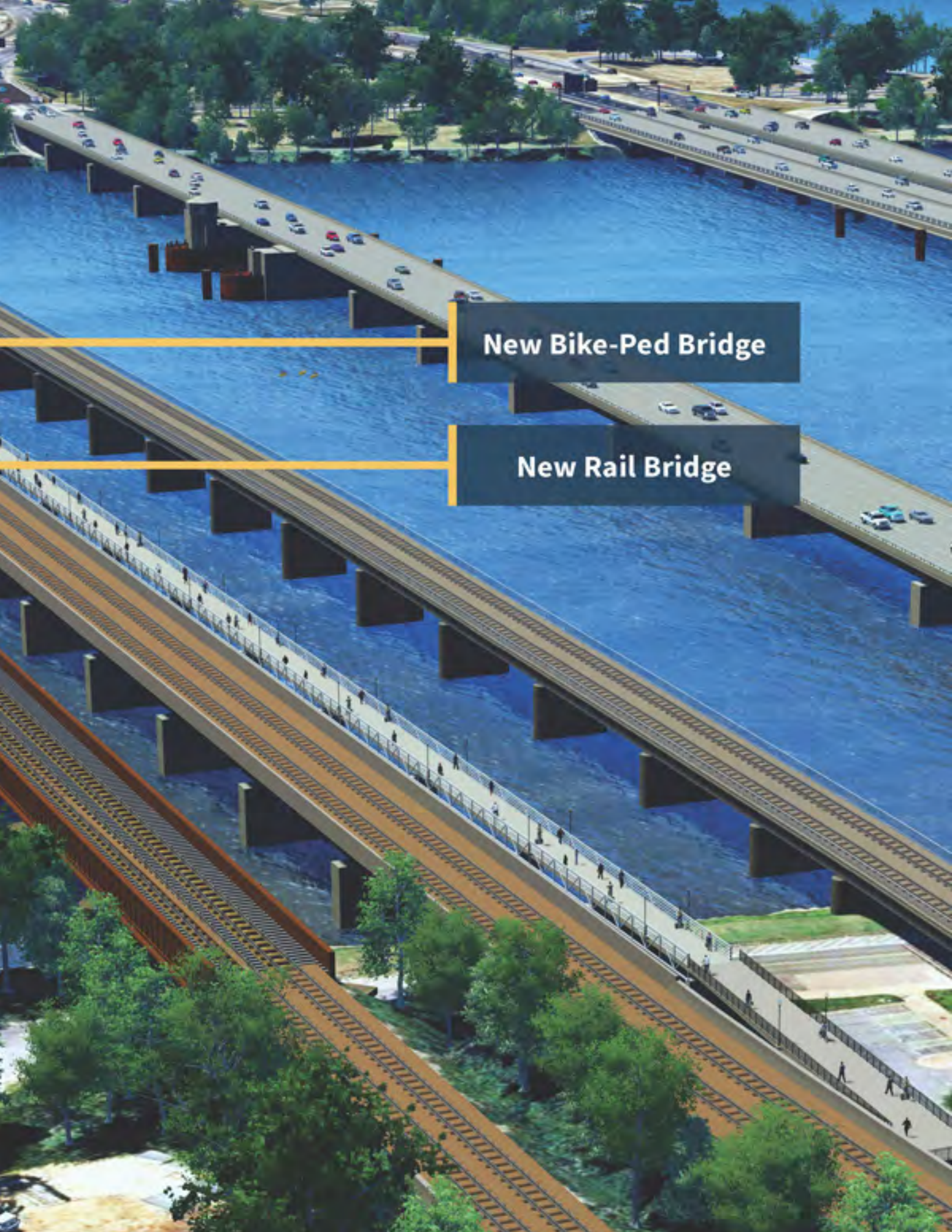
Executive Director Kate Mattice with Virginia Railway Express CEO Rich Dalton, DRPT Director Jen DeBruhl and Commissioners Takis Karantonis, Adam Ebbin, James Walkinshaw, Matt de Ferranti and Catherine Read.



Rendering of the Long
Bridge, courtesy Virginia
Passenger Rail Authority.

Existing Long Bridge





New Bike-Ped Bridge

New Rail Bridge

NVTC makes recommendations for Metro as agency braces for potential cuts without new funding

Metro staff [presented](#) the agency's proposed [operating and capital budgets](#) to the Metro Board's Finance and Capital Committee in December which include significant system-wide service cuts and fare increases, in addition to delayed or potentially forgone capital investments. The primary drivers behind the projected \$750 million FY 2025 deficit are jurisdiction subsidy credits, inflation, collective bargaining agreements and decreased revenue.

Staff noted that the proposed budget presents a worst-case scenario as legislators in Virginia, Maryland and the District of Columbia work to identify additional funding that would reduce or prevent drastic service cuts and fare increases from being realized. We also recognize that Metro GM/CEO Randy Clarke has a legal duty to present a balanced budget, based on the current availability of funding.

WMATA's Projected Operating Funding Gap as of June 2023:



Through inflation and reduced ridership, the pandemic disrupted the financial operating model of transit agencies across the United States. All major transit systems, including WMATA, are facing massive operating budget shortfalls as they exhaust their remaining federal pandemic aid. As a result, NVTC developed a series of recommendations to WMATA and federal, state and local funding partners to ensure the long-term viability of WMATA and sustain the critical role the system plays in the region and as an economic asset for the Commonwealth.

NVTC's Near-Term Priorities:



Directed to: VA, MD and WMATA Board

Seek administrative or legislative opportunities to permit WMATA to re-baseline its FY 2025 operating subsidy bill to reflect the impact of COVID-19 pandemic.



Directed to: VA General Assembly

Advocate for additional state aid in FY 2025 to match local funding for WMATA.



Directed to: NVTC and the VA General Assembly

Seek a commitment from federal, state, regional and local funding partners to develop long-term, sustainable, dedicated funding to meet WMATA's capital and operating needs.

Major Service Cut and Fare Increase Proposal

Major service cuts and a fare increase reduce usefulness of network for customers



Metrobus

- Eliminate Metrobus service on 67 of 135 lines
- Reduce service on 41 of 135 lines



Metrorail

- Major frequency reduction
- 10pm system closure
- 10 stations closed
- Red Line and Silver Line turnbacks



Fares

- 20% general increase in fares and parking rates expected to result in net revenue increase with some ridership loss

MetroAccess: Service area reduced with reductions to the fixed route network

The proposed FY 2025 budget includes service reductions across Metrobus, Metrorail and MetroAccess, a 20% increase to fares and parking rates, a salary and wage freeze, and using preventive maintenance funding to cover operating expenses.

Metro's budget proposal came the same week that we published this year's edition of the "Report on the Performance and Condition of WMA-TA" which [makes recommendations](#) to Metro to help the transit agency solve its structural funding deficit. The report makes near-term recommendations that can provide immediate relief to Metro and the Virginia localities that provide funding to Metro, as well as critical actions that must be taken in the coming months.

1. Seek administrative or legislative opportunities to permit Metro to re-baseline its FY 2025 operating subsidy bill to reflect the impact of the COVID-19 pandemic
2. Advocate for additional state aid in FY 2025 to match local funding for Metro

3. Seek a commitment from federal, state, regional and local funding partners to develop long-term, sustainable, dedicated funding to meet Metro's capital and operating needs
4. Return federal workers to the office and secure a replacement for the region's losses in fares from riders using federal transit benefits

While the Greater Washington region pursues temporary actions to stabilize Metro, the region must develop longer term solutions. [These recommendations](#) offer the region a framework to guide long-term regional funding and reform discussions.

The publication of the report also garnered several media mentions. Chair Dalia Palchik spoke with WMAL radio and appeared on [WJLA-TV](#). [Metro Magazine](#) also published an item. NVTC staff will work with the NVTC WMATA Committee to share information as the budget process develops and facilitate comments early next year.



Governor's budget includes Metro budget "re-baseline"

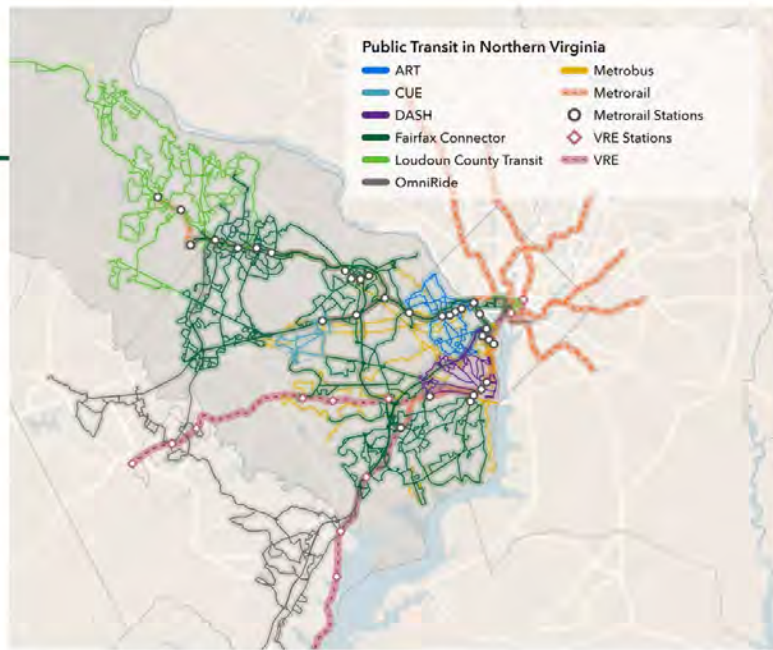
Gov. Glenn Youngkin released his [budget proposal](#) December 20 that includes language related to NVTC and Metro, as we have expected. The proposal includes a provision for re-baselining [Metro's budget](#) in terms of the current 3% cap on growth, a move we advocated for in our recent "[Report on the Performance and Condition of WMATA](#)." It also adds a requirement that Metro submit a corrective action plan to the Department of Rail and Public Transportation (DRPT) and says the DRPT director must approve the value of Virginia's portion of the re-baselined budget to avoid withholding of state aid.

Gov. Youngkin's budget proposal provides no additional state funding for jurisdictional payments to Metro and does not include any measures requiring jurisdictions to use previously allocated state aid for Metro. We recognize that this budget proposal is just the start of the process. The General Assembly will take its own approach once it convenes January 10. We'll continue to consult with our jurisdictions and members of the Northern Virginia delegation as they work toward a final budget.

On the federal side, Executive Director Kate Mattice has taken part in meetings with federal officials to explore ways to provide additional federal money to support Metro. We also expect several major agencies to beef up their in-person requirements in the new year, which should boost Metro and Virginia Railway Express ridership, which is another recommendation we made in this year's NVTC WMATA report.



- Regional transit policy, governance, and funding organization
- 3 cities and 3 counties
 - ~2m people
 - ~62% within ¼ mile of a bus stop
- Area includes 7* bus providers (plus heavy rail and commuter rail)
 - ~600k weekly bus riders



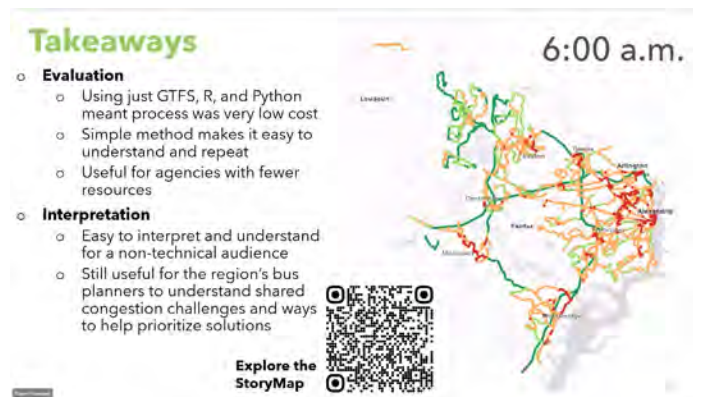
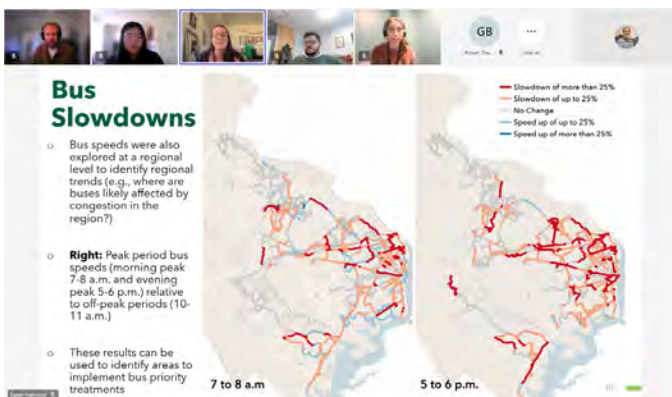
*Only 6 agencies were included in evaluation as a lack of data meant the City of Fairfax City-University Energysaver could not be included



NVTC report on bus priority shared with data experts

Senior Program Manager Xavier Harmony and Senior Program Analyst Sophie Spiliotopoulos presented to the Transportation Research Board (TRB) Transit Data committee December 20. Xavier and Sophie discussed some of the bus speed mapping they used in their [Advancing Bus Priority](#) report, which outlines ways to get

buses unstuck from traffic congestion. About 200 attendees working with transit data in the U.S. and Canada attended. Xavier and Sophie will also present their work to an international audience at the [TRB Annual Meeting](#) in January, along with their report on [bus stops](#), joined by former Transit Fellow Rachel Inman.





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Remembering

Commissioner Carol DeLong

Former Commissioner Carol DeLong died in December at the age of 93. Ms. DeLong was the first woman mayor of the City of Falls Church and served as a Commissioner from 1976 to 1990, and chair in 1982. She joined the same year that the first Metro stations opened in the District and told the story of donning shoes with orange laces to celebrate the opening of the East Falls Church Station on the Orange Line in 1986. Ms. DeLong sat down with our communications team last summer to be interviewed for a documentary on NVTC's 60th anniversary in 2024 and you'll hear more from her when it premieres later in the year.





Thank you Commissioner John Foust

The Commission passed a resolution thanking Commissioner John Foust for his long service at their December meeting. Mr. Foust had been an NVTC Commissioner since 2009, representing Fairfax County. He's also served as a member of the Program Advisory Committee and provided thoughtful insights and support for many NVTC initiatives, including the Envision Route 7 Bus

Rapid Transit (BRT) project and the opening of both phases of Metro's Silver Line. We wish Mr. Foust the best in his retirement.

Photo: Chair Dalia Palchik presents a resolution and trophy to Commissioner John Foust at the December Commission meeting



2023 Commissioners

(F-B): Chair Dalia Palchik, Libby Garvey, Immediate Past Chair Canek Aguirre, Vice-Chair, Matt de Ferranti, Aimee Gilroy, Sarah Bagley, Adam Ebbin, Secretary-Treasurer David Snyder, Jeffrey McKay, John Foust, Walter Alcorn, M. David Skiles, John C. Tuck III, Paul Smedberg, Katie Cristol, (not pictured) Joseph Kornhoff, James R. Walkinshaw, Michael R. Turner, Daniel Storck, Jon R. Stehle, Jr., Catherine S. Read, R. Kirk McPike, Matthew Letourneau, Takis Karantonis, Phil Duncan, John J. Bell, Jennifer DeBruhl





*Advancing transit in
Northern Virginia since 1964*

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