

Combined
Blue Items/Handouts/
Presentations
for
March 7, 2024
NVTC Meeting

NVTC COMMISSION MEETING
THURSDAY, MARCH 7, 2024
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd., Arlington, VA 22201
[Public Streaming Via YouTube](#)
7:00 p.m.

UPDATED AGENDA

5:45 p.m. Boxed Dinners Available for Commissioners Only
6:00 p.m. Executive Committee Meeting – NVTC Suite #230 Conference Room
7:00 p.m. Commission Meeting – First Floor Large Conference Room ([public streaming](#))

*NVTC is receiving general written public comment. **The deadline for written general public comments is 3:00 p.m., Thursday, March 7, 2024 via [NVTC's website](#).** Comments will be provided to Commissioners prior to the March 7 meeting.*

1. Opening Remarks
 - **ACTION: Approve Commissioners Participating Electronically (if needed)**
 - General Public Comments Received
2. Recognition of New and Departing Commissioners
 - A. Oath of Office for New Commissioners
 - B. **ACTION: Approve Resolutions Commending Commissioners on their Departure from NVTC**
 - Resolution Commending Aimee S. Gilroy on Her Departure from NVTC
 - Resolution Commending Joseph Kornhoff on His Departure from NVTC
 - Resolution Commending M. David Skiles on His Departure from NVTC
 - Resolution Commending John C. Tuck, III on His Departure from NVTC
3. **ACTION: Approve the Minutes of the January 4, 2024 NVTC Meeting**
4. **ACTION: Approve the Consent Agenda (subject to approval of chair)**
 - A. **Approve Resolution #2532: Approve the FY 2024 State Assistance Applications to DRPT**
 - B. **Ratify NVTC WMATA Committee's Letter to WMATA on the FY 2025 Budget**

5. Washington Metropolitan Area Transit Authority (WMATA)

- A. Report from the Virginia WMATA Board Members
- B. Report from the Chair of the NVTC WMATA Committee
- C. Other WMATA News

6. Report from the Chair of the Legislative and Policy Committee

- A. General Assembly Update
- B. Federal Update

7. Report from the Chair of the Program Advisory Committee

- A. Commuter Choice Program
 - I-66 Commuter Choice Project Eligibility Results (FY 2025 – 2026)
- B. NVTC Strategic Research Plan

8. VRE Report and Action Items

- A. VRE CEO Report and Minutes
- B. **ACTION: Approve Resolution #2533: Ratify VRE's Submission, on Behalf of the Commissions, of an application to the U.S. Department of Transportation (USDOT) for Funding Consideration for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program**
- C. VRE 2023 Annual Report

9. Department of Rail and Public Transportation (DRPT)

10. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Financial Report



Chair
Hon. Matt de Ferranti

March 5, 2024

Vice-Chair
Hon. David Snyder

Secretary-Treasurer
Hon. Sarah Bagley

City of Alexandria
Hon. Canek Aguirre
Hon. Sarah Bagley

Arlington County
Hon. Matt de Ferranti
Hon. Libby Garvey
Hon. Takis Karantonis

Fairfax County
Hon. Walter L. Alcorn
Hon. James N. Bierman, Jr.
Hon. Dalia A. Palchik
Hon. Daniel G. Storck
Hon. James R. Walkinshaw

City of Fairfax
Hon. Catherine Read

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Juli Briskman
Hon. Matt Letourneau

Commonwealth of Virginia
Hon. Paul C. Smedberg

Virginia General Assembly

Senate
Hon. Adam Ebbin
vacant

House of Delegates
vacant
vacant
vacant
vacant

Executive Director
Katherine A. Mattice

Paul Smedberg
Chair, Board of Directors
Washington Metropolitan Area Transit Authority (WMATA)
300 7th Street, SW
Washington, D.C. 20024

Re: Comments on Proposed Fiscal Year 2025 WMATA Budget
(Docket B24-01 and B24-02)

Dear Chair Smedberg:

On behalf of the Northern Virginia Transportation Commission (NVTC) WMATA Committee, I write to convey our comments regarding WMATA's proposed FY 2025 Operating Budget and FY 2025-2030 Capital Improvement Program. We support WMATA's efforts in producing a revised FY 2025 proposed budget proposal that provides frequent, reliable service, includes moderate fare increases and contains \$113 million in cost savings to minimize the financial burden on funding jurisdictions. However, we are concerned that the additional subsidy amounts by Virginia, Maryland and the District of Columbia are inconsistent with traditional subsidy allocation formulae, and NVTC does not support creating a new subsidy allocation methodology this late in the budget process.

Shared Sacrifice to Fund WMATA in the Short-Term

Finding a short-term solution for the next two years requires shared sacrifice from riders, workers and our funding jurisdictions who are facing their own post-pandemic structural funding challenges, similar to what WMATA experienced over the last few years. As NVTC jurisdictions grapple with declining commercial office assessments and their own budget gaps, they are considering significant property tax increases, demonstrating our ongoing shared commitment with the Commonwealth to fund WMATA.

Focus on a Long-Term, Sustainable Funding Solution

NVTC recognizes the importance of maintaining world-class transit in Northern Virginia and remains committed to a sustainable, cost-effective WMATA system. Not only does WMATA provide access to employment centers, support regional environmental goals and enhance the quality of life of our region's residents, our

[Value of Northern Virginia Transit to the Commonwealth](#) estimated that Metrorail accounts for approximately \$1 billion in statewide economic impact each year. In Virginia, funding WMATA is a joint partnership between NVTC localities and the Commonwealth. As Virginia, Maryland and the District of Columbia have made promising progress towards identifying additional funding to close the FY 2025 operating budget gap, **NVTC and the region must remain focused on a long-term, sustainable funding solution for WMATA and other transit providers in Northern Virginia.** We are pleased that WMATA may be able to avoid the draconian service cuts, station closures and layoffs outlined in the General Manager's original proposed budget in December 2023 that would have imperiled WMATA's ongoing ridership recovery and brought the region to a halt.

NVTC Supports WMATA's Efforts to Strategically Reduce Service, Optimize Fares and Control Costs in the Revised FY 2025 Proposed Budget

To make the revised FY 2025 proposed budget (introduced February 8, 2024) a reality, NVTC continues to work with partners in Virginia to rebaseline the 3% cap and seek additional state aid to help close the budget gap in FY 2025 and FY 2026. NVTC is also generally supportive of the targeted Metrorail service cuts, moderate fare increases and strengthened fare enforcement outlined in the revised FY 2025 proposed budget.

NVTC supports the strategic service reductions to Metrorail as a way to efficiently deliver frequent service for riders and better reflect current post-pandemic ridership patterns. We urge WMATA to continue to find efficiencies in where and when to deliver service while continuing to maintain and grow ridership as customers return to the system as we have seen in recent ridership growth on the Silver Line. We are eager to learn more about the Year One Redesigned Metrobus network which will reallocate existing resources to deliver more value to the region. With Metrorail fare evasion rates of 5% in Virginia, 14% in DC, and 19% in Maryland from January 1, 2023, to June 30, 2023, NVTC supports WMATA's efforts to reduce fare evasion with the installation of system-wide high-barrier faregates and increased fare enforcement. Reducing fare evasion is important to the safety and security of the WMATA system in addition to increasing fare revenues. We encourage similar attention to fare evasion on the Metrobus system.

NVTC supports the proposed 12.5% fare increase with up to 25% fare increases on late nights and weekends to adjust fares to reflect inflation and as a means to recover additional revenue while still maintaining a healthy ridership recovery. We encourage WMATA and the region to enroll eligible riders in Metro Lift, WMATA's low-income fare pass. Even as fares increase, Metro Lift will provide eligible riders in need with 50% discounted rides. The revised proposed FY 2025 budget offers fare increases that successfully balance the needs of short and long-distance riders. However, in any future fare policy decisions on Metrorail fares and parking fees, we urge WMATA to avoid overburdening long-distance riders as they have not returned to Metrorail as quickly as other riders.

We commend WMATA for identifying **\$113 million in FY 2025 capital and operating budget cost savings measures** to complement the \$308 million in cumulative operating budget cost savings between FY 2018 and FY 2024. WMATA must continue to identify administrative and operating efficiencies and mechanisms to control costs across all modes and to also identify efficiencies in its capital program.

NVTC supports the FY 2025-2030 Capital Improvement Program's (CIP) focus on addressing critical state of good repair needs and supports the proposed FY 2025 preventive maintenance (PM) transfer to help fully fund the operating budget; however, **we urgently remind WMATA and the region this funding lever should not be utilized in perpetuity** since it would accelerate the exhaustion point of dedicated capital funding bond capacity and threaten longer-term state-of-good-repair and modernization needs in the capital program. Even though this exhaustion point is several years away, we recognize that the current capital program and CIP is funding constrained and **a long-term solution for capital is needed.**

Maintain the Current, Board-Approved Subsidy Allocation Formula for FY 2025

In the context of this year's budget and the short-term work we are engaged in, NVTC is concerned that the additional subsidy amounts proposed by the District of Columbia are not consistent with the traditional WMATA Board approved subsidy allocation formulae and **NVTC does not support creating a new subsidy allocation methodology this late in the budget process.**

With the pending rebaselining of the 3% operating cap, our jurisdictions expect WMATA to calculate the FY 2025 operating subsidy using the traditional subsidy allocation formulae which would provide a detailed breakdown of the subsidy by mode (Metrorail, Metrobus, and MetroAccess). NVTC localities offer a wealth of supplemental bus and paratransit services that reduce their need for Metrobus and MetroAccess services, and having an accurate accounting of their subsidy obligations to WMATA by mode is critical for them to important policy decisions around costs and service of their local systems.

NVTC looks forward to engaging with WMATA and the region to update the WMATA Board approved subsidy allocation formulae for use in future budgets. Indeed, if the region is to be successful in redesigning the Metrobus network, a new Metrobus subsidy allocation formula is fundamental to that effort.

NVTC Remains Committed to a Long-Term, Sustainable Funding Solution for Transit in Northern Virginia

While securing short-term (FY 2025) funding is critical, NVTC and the region must accelerate our collective efforts toward developing a long-term, sustainable funding solution for WMATA; in Virginia, that solution must include VRE and the other transit agencies in Northern Virginia who are also facing post-pandemic structural financial challenges. The work of NVTC's Metro Funding and Reform Working Group and the Metro Funding, Reform, and Accountability recommendations in NVTC's [2023 Report on the Performance and Condition of WMATA](#) provide the background, technical support and direction to find these solutions. The Virginia General Assembly is considering legislation that would create a Joint House of Delegates and Senate subcommittee to study and potentially recommend a dedicated funding package for WMATA and Northern Virginia transit agencies. This effort by the General Assembly represents a critical path towards finding those solutions. NVTC and its partner jurisdictions are committed to WMATA's success and its role as a transit leader in the region.

NVTC also encourages the Federal government to accelerate its return to office efforts while ensuring that the return is spread across the entire workweek. WMATA, VRE and our local transit systems move

the Federal workforce, and those riders are vital role to the ongoing financial health and success of transit in Northern Virginia. Please do not hesitate to contact me or NVTC Executive Director Kate Mattice if you have any questions or concerns.

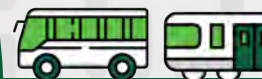
Sincerely,

A handwritten signature in black ink, appearing to read "Walter Alcorn", with a long horizontal flourish extending to the right.

Walter Alcorn
Chair, WMATA Committee





Advancing transit
in Northern Virginia
since 1964



Executive Director Newsletter



March
2024

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A Message from Kate Mattice

60 years ago this month, something happened that would transform the landscape of Northern Virginia. In March of 1964 Gov. Albertis Harrison signed the bill creating the Northern Virginia Transportation District and the Northern Virginia Transportation Commission. The [Transportation District Act 1964](#) stated, "The development of transportation systems, composed of transit facilities, public highways and other modes of transport, is necessary for the orderly growth and development of the urban areas of the Commonwealth; for the safety, comfort and convenience of its citizens; and for the economical utilization of public funds." In practical terms, the law acknowledged the need for public transit and established the Commission to be the voice for Virginia in the planning of what would become the Metrorail system.

The first Metro stations opened 12 years later in the District of Columbia followed by the establishment of the Blue Line to National Airport in 1977, extending Metro to Virginia. The Orange line to Ballston followed in 1979. Today, Virginia is home to 32 of Metro's 98 stations running on four lines: Blue, Orange, Silver and Yellow.

However, building and growing Metro wasn't the end of the line for NVTC. Commissioners recognized the need to provide other transportation options for those who didn't live near those Metro corridors. This need led to the creation of Virginia Railway Express, running on existing tracks on the Fredericksburg and Manassas lines and providing an alternative to driving on the notoriously congested I-95 or I-66 highways.

NVTC has undertaken other momentous work in our 60 years, like managing the Commuter Choice program, which has funded \$156.2 million in congestion-relief projects since 2017. We also have a long history of promoting regional cooperation and conducting important research to underpin decision making on transportation.

So how do we celebrate 60 years of achievements? With two major events. Mark your calendars for the morning of Friday, June 14 for our Transit Innovation Summit looking at research and planning in public transit. On the evening of Thursday, September 5, in place of our usual Commission meeting, we're throwing a gala—our 60th Anniversary Celebration and Documentary Premiere. Watch your inboxes for information on how to register for both events. Meanwhile, be sure to follow us on [social media](#) where we'll be sharing nuggets of our 60 years of advancing transit in Northern Virginia.


Executive Director

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*Save
the
Date*

March 15

VRE Operations Board

March 19

Commonwealth
Transportation Board

April 4

Commission Meeting

April 11

Program Advisory
Committee

April 16-17

Commonwealth
Transportation Board

April 19

VRE Operations Board

NoVaTransit.org
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@NoVaTransit





1st Legislative Reception in Richmond draws GA members, Commissioners

In lieu of our usual February Commission meeting, we held our first-ever Legislative Reception in Richmond on February 1. The event, co-sponsored by Commonwealth Strategies Group, brought together a number of Virginia's senators and delegates, NVTC Commissioners, appointees from the secretary of transportation's office and other jurisdictional and transit partners.

The reception was also our first event celebrating NVTC's 60th anniversary.

Photo: Kate with Sen. Jeremy McPike and Dumfries Mayor Derrick Wood (top, left); Del. Kannan Srinivasan (top, right); Sen. Saddam Salim (bottom, left)





Commonwealth Transportation Board makes I-66 Commuter Choice whole from pandemic revenue shortfalls

The Commonwealth Transportation Board (CTB) acted on [February 20](#) to make up for reduced toll revenue payments to NVTC's I-66 [Commuter Choice](#) program during the COVID-19 pandemic. NVTC will soon receive a \$16.6 million payment from the Department of Rail and Public Transportation (DRPT) that will be available for investment in new I-66 Commuter Choice projects. The \$16.6 million, which will be funded through I-66 Outside the Beltway concessionaire payments to DRPT, represents the difference between the payments that NVTC received from the Virginia Department of Transportation (VDOT) in FY 2020, 2021 and 2022 and the amount that NVTC would have expected to receive per the I-66 [Memorandum of Agreement](#). NVTC compensated for the

reduced revenue with smaller [FY 2021-2022](#) and [FY 2023-2024](#) Programs of Projects. I-66 toll revenues have since fully rebounded and NVTC received its full, expected payment from VDOT in FY 2023.

NVTC is grateful to our Commonwealth partners at VDOT, DRPT and the CTB for addressing the shortfall. To ensure prudent investment of the funds, NVTC proposes conducting an I-66 Corridor Needs Assessment with DRPT during FY 2025 to identify the full set of long-term investment needs for transit and multimodal improvements that I-66 Commuter Choice and DRPT's Outside the Beltway funding could help to fulfill, including for transformative, long-term capital projects.





Program Advisory Committee hears NVTC's strategic plan for research

Members of NVTC's Program Advisory Committee (PAC) met [February 15](#) to hear about staff work on a Strategic Transit Policy Research Roadmap. The project, with the help of a consultant team, supports staff in developing a strategy for regional transit policy research over the next four to six years. Staff and the consultant team, including InfraStrategies and the Eno Center for Transportation, conducted a strategic planning exercise with Commissioners to get their input on the strategic vision of NVTC's research priorities. These inputs will be used to help develop a refined vision and research priorities to help develop our policy research agenda moving forward.

I-66 Commuter Choice

[Commuter Choice](#) Senior Program Manager Ben Owen also updated the PAC on I-66 Commuter Choice. The committee reviewed the \$21.5 million of eligible transit and other transportation projects to be considered for FY

2025-2026 funding, which include continuations of several successful bus services and commuter incentives previously supported by the program and a staff proposal to fulfill the outstanding \$8 million Commuter Choice funding commitment to construction of a new, expanded Crystal City VRE station under the current I-66 Program of Projects rather than the next I-395/95 program, given available funding and the project's unique benefits to commuters in both program corridors.

The committee also discussed staff's proposal to conduct an I-66 corridor-wide needs assessment in collaboration with the Department of Rail and Public Transportation. The needs assessment would identify I-66 Commuter Choice's potential role in supporting long-term, transformational capital projects such as WMATA's proposed Rosslyn Metrorail improvements as well as menus of effective near- and longer-term transit and multimodal improvements that applicants could pursue in future I-66 Commuter Choice funding rounds to meet commuters' travel needs.

NVTC staff brief Falls Church Council on Envision Route 7

Senior Program Manager, Vikram Sinha, and Director of Programs and Policy, Allan Fye, [briefed](#) the Falls Church City Council on the Envision Route 7 [Phase 4-1](#) study February 26. [Envision Route 7](#) is a planned Bus Rapid Transit (BRT) system that would run from Tysons to Alexandria, by way of Falls Church and Seven Corners. Discussion centered around bus priority enhancements on both Broad Street and N. Washington Street, and integration with regional

bus projects. Staff presented three scenarios for the city, all of which will improve bus service. While the city has submitted an application for NVTA funding for elements of the project, NVTC staff also shared opportunities for funding at Department of Rail and Public Transportation and NVTC's Commuter Choice program that would allow Falls Church and the region to realize the project on a faster timeline.





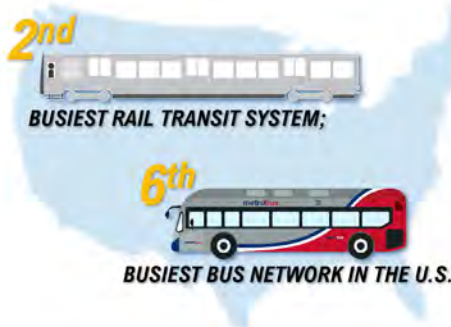
Metro Board hears updated budget proposal, on track to close near-term funding gap

Metro's [Board of Directors](#) reviewed GM/CEO Randy Clarke's updated [proposed budget](#) for FY 2025, which avoids the drastic service cuts outlined in the previous proposal, at their meeting February 8. The agency still faces a \$750 million operating deficit for the next fiscal year, but Metro says anticipated funding commitments from the District, Maryland and Virginia, as well as temporarily shifting some money from preventative maintenance, closes the gap for the upcoming fiscal year, resulting in

a balanced operating budget proposal totaling nearly \$2.3 billion, with a capital budget proposal of \$2.5 billion. This updated proposal also freezes wages of non-represented employees and two of Metro's largest collective bargaining units, seeks cost efficiencies, optimizes service and increases fares. The commitments announced by the District, Maryland and Virginia may be subject to change as the Metro Board reconciles the announced commitments against the agency's funding formula.

Revised FY2025 Proposed Budget and FY2026 Forecast

Metro At-A-Glance



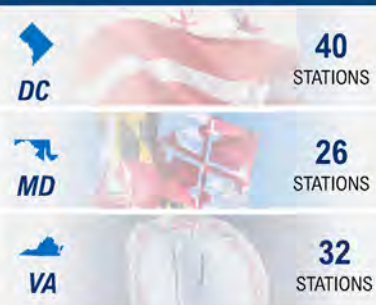
Within ½ mile of Metrorail stations and bus stops in the Compact area:

- 60% of population (2.8M people)
- 70% of jobs (1.7M jobs)
- 50% of employers (134,400 businesses)

The ½ mile around Metrorail stations is just 3% of the region's land but contains:

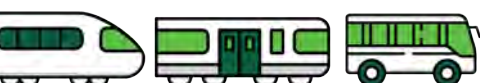
- 30% of property value (\$328B)
- 40% of jobs
- 65% of new office development
- 50% of new apartments
- 25% of affordable housing
- 13 Fortune 500 headquarters

98 RAIL STATIONS



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

14 of 33





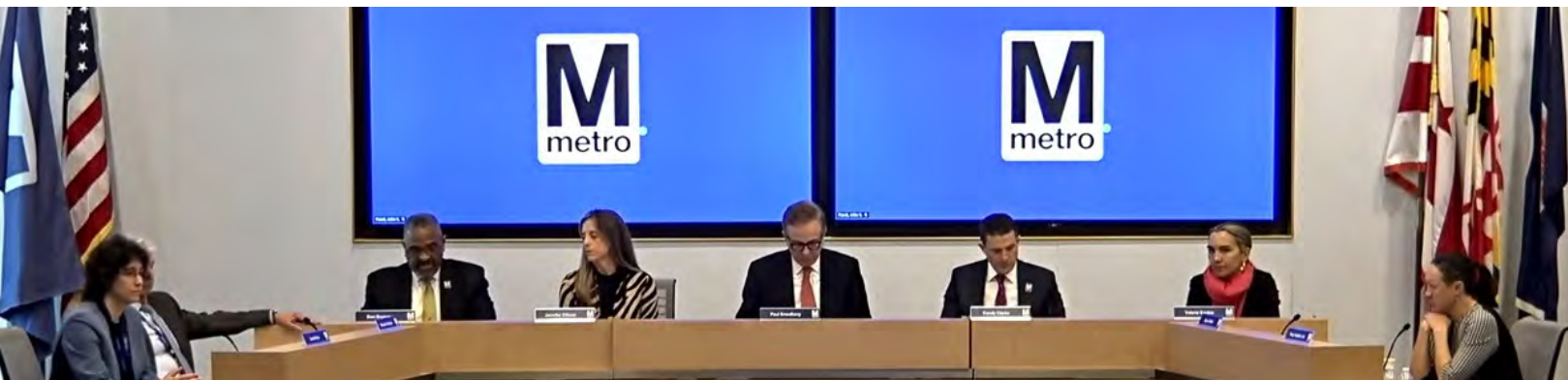
Metro hosts public hearing on proposed budget in Arlington

Metro hosted a Virginia-focused [public hearing](#) on the proposed and revised FY 2025 budgets at the Arlington County Government Center February 28. Metro Board Chair and Commissioner Paul Smedberg chaired the meeting, which gave the public an opportunity to testify in person about the impacts of the proposals. Metro faces a \$750 million operating deficit (as of June 2023) and the agency's [original budget](#) proposal reflects dramatic service cuts. Metro also released a [revised budget](#) that counts on additional funding from the District

of Columbia, Maryland and Virginia to minimize service reductions. Participants included Commissioner and Arlington County Board Vice Chair Takis Karantonis, [who said](#), "It's of course part of my job to make everything in our power to find solutions here most importantly, viable and sustainable solutions for the future. I implore you to review and revise the budget and do everything you can to get elected officials of this tri-state region to fix the gap."



Metro Board hears safety, MetroAccess and service updates



Metro’s Board of Directors and its Safety and Operations Committee received [updates](#) on several key safety issues and agency initiatives during their [meeting](#) February 22. Metro staff shared details of three recent rail safety incidents,

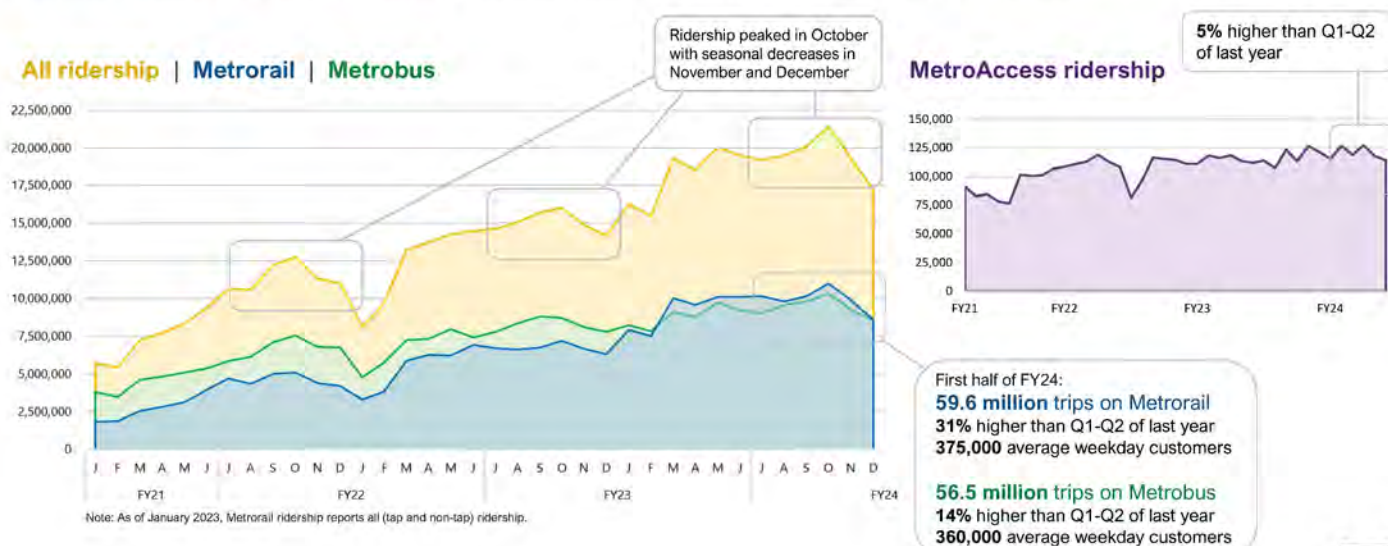
updates on the MetroAccess program and a presentation on the FY 2024 second quarter Service Excellence Report and improvements to system wayfinding and customer service.

Service Excellence Report Summary | FY24 Q1-Q2

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Ridership was up by 21% in the first half of FY24 compared to the first half of FY23

Ridership reached 22.1 million in October. Weekend ridership nearly recovered to FY19 Q1-Q2 levels



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NVTC WMATA Committee to provide FY 2025 Metro budget comments

NVTC's WMATA Committee [met](#) [virtually](#) February 29 to review the Committee's 2024 workplan, NVTC comments on WMATA's FY 2025 proposed budget and NVTC's Metro Operating Funding and Reform Working Group, as well as subsequent legislative efforts slated to build upon the report findings.

WMATA Senior Program Manager Andrew D'huyvetter and Senior Program Analyst Adam Hager briefed the committee on Metro's FY 2025 proposed operating and capital budget before reviewing [draft comments](#) which indicated general support for the revised FY 2025 proposed budget and urged Metro and the region to remain focused on a long-term, sustainable funding solution. The committee took action to authorize Chair Walter Alcorn to submit comments by the March 5 deadline.

Staff also previewed the forthcoming Metro Operating Funding and Reform Working Group

report, highlighting several key revenue structure and reform opportunities. The committee discussed how the report might soon influence a potential legislative study as outlined in [Senate Joint Resolution 28](#), which has passed the House and Senate. Should SJ28 advance, the Working Group report will provide substantial input into the joint subcommittee's effort that aims to study long-term, sustainable, dedicated operations and capital funding for Metro and other Northern Virginia transit providers and study cost-containment controls and strategies. In its current version, NVTC will be represented on the joint subcommittee and will participate in a technical working group to support the effort.

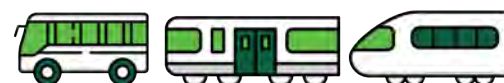




Congratulations Dr. Xavier Harmony!

Congratulations to Senior Program Manager Xavier Harmony, who we can now call Dr. Harmony. He successfully defended his PhD dissertation titled "Essays in Transportation and Electoral Politics" at Virginia Tech on February 6. Xavier's PhD focused on transportation planning and policy, especially how politics affects transportation outcomes. His dissertation specifically helped answer two questions: 1) How important are transportation issues in elections?

2) Does voting for elected officials affect the amount of bus service delivered?



Kate talks transportation with the engineering industry

I was delighted to join the panel for [ACEC Metropolitan Washington's](#) DC Metro Region Transportation Luncheon February 27. The discussion topic was "Community-Driven Design in the Washington Metropolitan Region," with a focus on how the engineering industry can leverage creative ideas to solve transportation related challenges related to enhancing communities and encouraging new development. I spoke about the importance in

regional coordination to enhance transit project development and implementation as well as the need for long term sustainable funding for Northern Virginia transit systems. Other panelists who may be familiar faces to folks were Allison Davis of Metro, Robin McElhenny of Arlington County, Jay Corbalis of JBG Smith and John Landry of the Union Station Redevelopment Corporation.



SAVE THE DATE

Transit Innovation Summit

Join transit leaders from across the region to learn about
the latest innovations in public transit.



Friday, June 14, 2024

8:30 a.m. - 2 p.m.

George Mason University

Schar School, Van Metre Hall
3351 Fairfax Dr. Arlington, VA 22201

novatransit.org



A portrait of an elderly man with white hair and glasses, wearing a dark suit and a patterned tie. He is seated in a room with a wooden cabinet and a red wall in the background. The text "Remembering Commissioner John Mason" is overlaid on the right side of the image.

Remembering

Commissioner John Mason

We mourn [the passing](#) of former Commissioner John Mason. The former City of Fairfax mayor died February 7 at age 89. Mr. Mason served on the Commission from 1990 to 1994 and as chair in 1993.

"John Mason lived his values every day and was generous with his time and his commitment to the things he took on," Fairfax City Mayor and Commissioner Catherine Read said in a statement. "I see evidence of this all over the City of Fairfax, and I hear it across the region as elected leaders past and present speak of what he contributed to the success of the Northern Virginia region. His investments in the community he loved will reverberate across the generations, and we are the fortunate beneficiaries."



*Advancing transit in
Northern Virginia since 1964*

2300 Wilson Blvd., Ste. 230
Arlington, VA 22201

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