

Combined  
Blue Items/Handouts/  
Presentations  
for  
January 16, 2025  
NVTC Meeting



**Chair**  
Hon. Matt de Ferranti

**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  
Hon. Saddam Salim

**House of Delegates**  
Hon. Paul Krizek  
Hon. Alfonso Lopez  
Hon. David Reid  
Hon. Mark Sickles

**Executive Director**  
Katherine A. Mattice

January XX, 2025

DRAFT

Ms. Tiffany Robinson  
Director  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, VA 23219

Dear Director Robinson,

The Northern Virginia Transportation Commission (NVTC) is writing to express our strong support for the Loudoun County Department of General Services' grant application for the Virginia Department of Rail and Public Transportation (DRPT) Demonstration Project Assistance Program for **\$2.08 million**.

This grant will support a Leesburg microtransit pilot that will offer transit service across six square miles of Leesburg, with multiple connection points to existing Loudoun County Transit services and potentially serving up to 1,119 riders per week. This initiative will enhance Loudoun's role as a key regional partner in expanding the Northern Virginia transit network, while supporting local efforts to improve transit accessibility, access to housing and employment centers, and mobility options for public transit users.

This investment in transit service demonstrates that Loudoun County is a strong and committed regional transit partner. It also supports five of Loudoun County Transit's service goals. Specifically, it enhances existing service within Leesburg, focusing on the town core and key activity centers such as the county government offices, Inova's Medical Campus, and the commercial zones along Market Street. Additionally, it provides excellent first- and last-mile connections. The pilot will expand service both geographically and temporally, offering increased mobility options and improved transit access for transit-dependent populations within the town, including the nearly one-third of households with one or fewer vehicles.

We appreciate DRPT's ongoing commitment to transit in Northern Virginia and encourage you to approve Loudoun County's grant application.

Sincerely,

\_\_\_\_\_  
Chair



Listed below are the bills filed as of January 15, 2025 in the General Assembly that NVTC is tracking. Staff are working with NVTC's Legislative Liaison, who will provide an update at the January 16 Commission meeting, to monitor the latest developments in Richmond and provide timely updates to Commissioners. NVTC is also monitoring the supplemental state-aid for WMATA that was included in the FY 2025-2026 budget, which was the subject of a budget amendment from Governor Youngkin reducing the supplemental funding by approximately \$11 million. NVTC is working with WMATA to verify the Commonwealth's numbers and will be watching for House or Senate budget amendments that restore a portion of the \$11 million reduction.

### NVTC Legislative Bill Tracking – January 15, 2025 Update

**HB 1982 Commonwealth Mass Transit Fund** – Delegate Alex Q. Askew (D) – House District 95

**SB 1097 Commonwealth Mass Transit Fund** – Senator Aaron A. Rouse (D) – Senate District 22

*House Bill: 1/15/2025: Referred to Committee on Appropriations, assigned to Transportation & Public Safety Subcommittee*

*Senate Bill: 1/15/2025: Referred to Committee on Transportation*

*Summary:* Creates a new allocation from the Commonwealth Mass Transit Fund for the Hampton Roads Transportation Accountability Commission, adjusts the amounts of certain other allocations from such Fund, and removes the light rail system operated by the Transportation District Commission of Hampton Roads from eligibility for funds from such other allocations from such Fund. The bill requires the Commonwealth Transportation Board to withhold 20% of the funds from such new allocation unless the Transportation District Commission of Hampton Roads submits to it certain information annually. The bill directs the Department of Rail and Public Transportation, for fiscal year 2027, to reserve and utilize certain funds in amounts necessary to provide certain supplemental operating assistance to certain transit providers that would experience a reduction in allocable funds due to the reallocations in this bill. The bill has a delayed effective date of July 1, 2026. **NVTC Position: Oppose**

**HB 2368 Toll relief** – Delegate Candi M. King (D) – House District 23

*1/15/2025: Filed, committee referral pending*

*Summary:* Limits to \$200 per month the tolls charged to residents of the Commonwealth via electronic toll collection devices for the use of toll bridges, toll ferries, toll tunnels or toll roads in the Commonwealth. The bill prohibits misusing, sharing, or transferring an electronic toll collection device for the purpose of (i) generating tolls to reach the toll charges limit or (ii) obtaining toll-free use of toll facilities in the Commonwealth. The bill authorizes the free use of all toll bridges, toll roads and other toll facilities in the Commonwealth for drivers who are recipients of Temporary Assistance for Needy Families (TANF) benefits. **NVTC Position: Oppose**

**HB 1682 (VRE) Surplus lines broker tax** – Delegate Laura J. Cohen (D) – House District 15

**SB 1269 (VRE) Surplus lines broker tax** – Senator Stella G. Pekarsky (D) – Senate District 36

*House Bill: 1/15/2025: Referred to Finance Committee, reported favorably from Finance Subcommittee #2 (8-Y 0-N)*

*Senate Bill: 1/15/2025: Referred to Committee on Commerce and Labor*

Summary: Provides that any surplus lines broker or any person required to be licensed as one shall not be subject to the annual taxes, license taxes or penalties under current law for any policy of insurance procured during the preceding calendar year on behalf of a commuter rail system jointly operated by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation District. **NVTC Position: Support**

**SB 876 Virginia Freedom of Information Act; notice of public meetings** – Senator Adam P. Ebbin (D)  
Senate District 39

*1/15/2025: Reported favorably from General Laws and Technology Committee (14-Y 0-N) and referred to Finance and Appropriations Committee*

*Summary:* Requires public bodies subject to the Virginia Freedom of Information Act to include a proposed agenda listing all items expected to be considered by the public body at its meeting. The bill allows for amendments to be made to any such proposed agenda but provides that the public body shall not take any final action on those amended or additional agenda items.

*1/15 Update:* The bill was amended to provide that the agenda and any subsequent revisions shall be posted on the public body's official public government website, if any, and made available to the public prior to the meeting. Any items added to the agenda after the meeting commences may be considered and discussed at the meeting, but final action shall not be taken on such an item unless the matter is time-sensitive. **NVTC Position: Tracking/No position**

### Other Bills

**SB 919 Private companies providing public transportation services** – Senator Saddam A. Salim (D) -  
Senate District 37

**HB 2619 Private companies providing public transportation services** – Delegate Dan I. Helmer (D) –  
House District 10

*Senate Bill: 1/15/2025: Referred to Committee on Transportation*

*House Bill: 1/15/2025: Filed, committee referral pending*

*Summary:* Requires the governing body or transportation district commission of any county or city that contracts with a private company to provide transportation services to (i) require such company to provide any employee of such company providing such services compensation and benefits that are at a minimum equivalent to the compensation and benefits provided to a public employee, as defined in the bill, with a position requiring equivalent qualifications and (ii) if a county or city within such transportation district has adopted an ordinance or resolution authorizing collective bargaining by employees of such county or city, require such company to enter into and adhere to a collective bargaining agreement. **NVTC Position: Tracking/No position**

**SB 1007 Bicycle, Pedestrian, and Safety Improvements Infrastructure Fund and Program**– Senator Scott A. Surovell (D) – Senate District 34

*1/15/2025: Referred to Committee on Transportation*

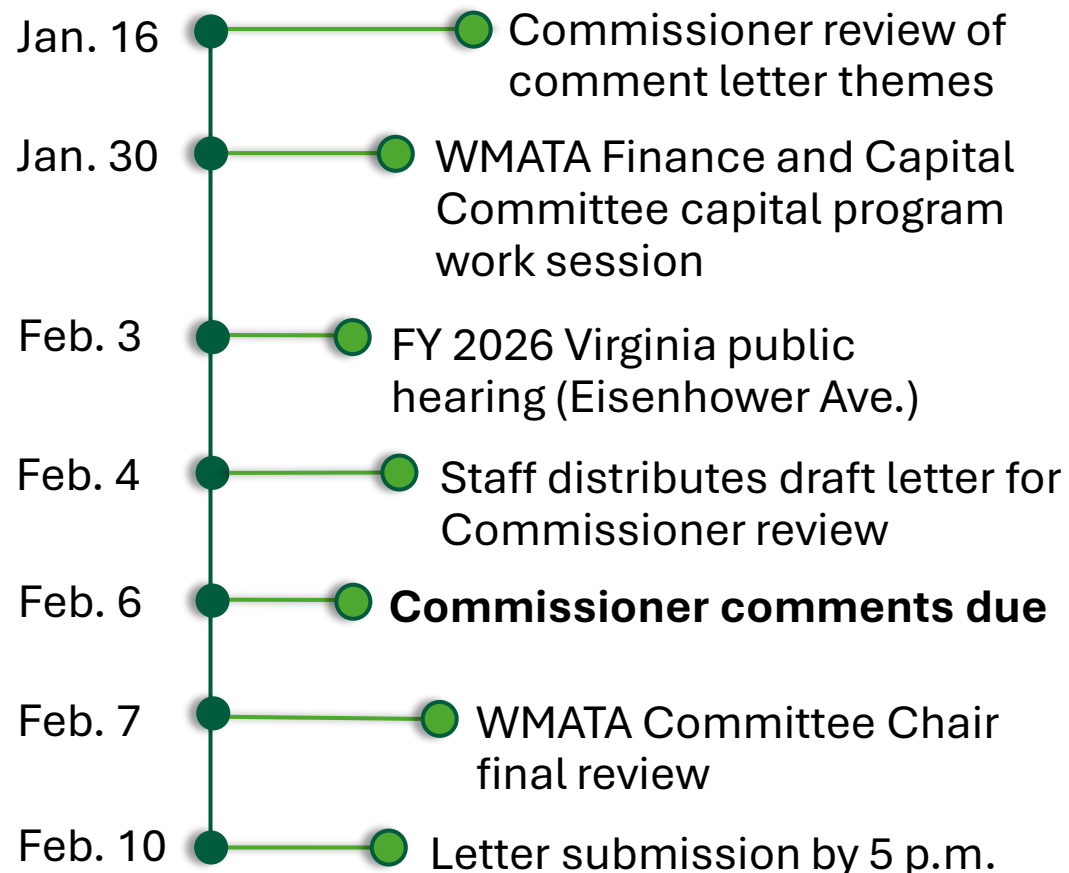
*Summary:* Creates the Bicycle, Pedestrian, and Safety Improvements Infrastructure Fund, Subfund, and Program, to be administered by the Northern Virginia Transportation Authority, to fund bicycle, pedestrian and safety improvements infrastructure projects that are not undertaken in conjunction with road-widening projects. The bill imposes, in counties and cities embraced by the Northern Virginia Transportation Authority, an annual \$0.50 tax on each parking space of an off-street parking facility, defined in the bill, and allocates the revenue from such tax to the Bicycle, Pedestrian, and Safety Improvements Infrastructure Fund. **NVTC Position: Tracking/No position**

# ACTION: Authorize the Chair of the WMATA Committee to Submit FY 2026 Proposed Budget Comments to WMATA

## Comment Letter Themes

- Capitalize on the 2025 Better Bus Network investment and continue to work closely with local jurisdictions on implementation.
- Advance Metrorail service optimization initiatives with savings from automation and use of six-car trains.
- Continue to look for opportunities to find one-time and recurring cost savings in the operating and capital budgets.
- Coordinate with regional partners as open payment is planned and deployed.
- Focus capital investments on state of good repair and necessary enhancements; continue to communicate the short- and long-term modernization needs in the capital program.

## Timeline



# NVTC's Guiding Principles for Future Transit Funding

## Cost Containment

- NVTC's priorities in its *Annual Report on the Condition and Performance of WMATA* continue to press for improved operational efficiency and cost savings
- All transit systems continue to refine and revisit costs as they face operational challenges
- Since last report, WMATA has reported cost savings and revenue increases:
  - Last year, WMATA increased passenger fare revenues, reducing fare evasion and implementing a fare increase
  - This year, WMATA found \$532 million in operating and capital cost savings



NVTC seeks continued efforts by WMATA, VRE and all local public transit systems to:

- implement **cost containment** strategies,
- generate **operational efficiencies**, and
- measure progress to ensure an **efficient use of taxpayer resources.**

# NVTC's Transit Funding Priorities (All Systems)

NVTC seeks long-term, sustainable, dedicated funding solution for all public transit agencies in Northern Virginia that:

1. Provides **adequate growth in revenues** to meet current and future operating and capital needs for WMATA, VRE and local transit operators in Northern Virginia.
2. Preserves existing local, regional and statewide revenues streams that support public transit operating and capital expenses.
3. Aims to **reduce pressure on property taxes** as a funding source for transit.
4. Continues to reflect a **diverse range of revenue sources** to reduce the economic risk associated with overreliance on a single revenue source.
5. **Directly distributes revenues to NVTC** for allocation to local bus systems, VRE, and to those jurisdictions funding WMATA, matching or similar to NVTC's financial management model.

# NVTC's Guiding Principles for Future Transit Funding

## Funding VRE

- The Virginia Railway Express (VRE) is co-owned by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission
- VRE funding comes from federal, state, and regional revenues, farebox payments, and subsidies from jurisdictions in which VRE operates
- Both the NVTC and PRTC districts provide regional gas tax revenues towards the C-ROC dedicated VRE fund
- NVTC jurisdictions that provide local subsidies include Arlington, Alexandria, and Fairfax County
- PRTC jurisdictions that provide local subsidies include Prince William County, City of Manassas, City of Manassas Park, Stafford County, Spotsylvania County and the City of Fredericksburg



As co-owners of VRE, NVTC supports a long-term funding approach for VRE that:

- continues to allocate funds generated from the NVTC and PRTC districts based upon a mutual agreement, and
- if used for capital funding, enables their use by VRE for bond debt service.



# NVTC's Transit Funding Priorities (WMATA)

1. Continues the strong **federal commitment** to WMATA formula funding as well as the federal dedicated state of good repair funding (PRIIA), ensures those are adjusted for inflation, and explores opportunities for federal operating assistance.
2. For non-federal funding, reflects an agreement or framework between Virginia, Maryland and the District of Columbia whereby **each identify the revenue solutions** that best meet the unique economic and political characteristics of each state level jurisdiction.
3. Continues to demonstrate the **shared benefit and shared responsibility** of funding WMATA between NVTC and the Commonwealth; at least 50% of Virginia's funding for WMATA operations and capital should come from statewide revenue sources.
4. **Limits revenues generated in Virginia** for WMATA funding purposes to no more than Virginia's appropriate share of the WMATA budget.
5. Ensures any regionally-generated revenue sources are **raised in a consistent manner** across the NVTC District.
6. Allows for the establishment by the WMATA Board of an **operating contingency reserve fund** that reflects sound financial management and provides greater predictability for WMATA and its funding partners.
7. Allocates revenue sources for WMATA capital purposes in a way that enables their use by WMATA for **bond debt service**.
8. Ensures that those who use the system help pay for the system by leveraging policies that support **farebox recovery and increase paid ridership**.

## FY 2026-2031 Capital Improvement Program (CIP): Expenditures

Program Area	Total
Asset Management	\$98.0
Information Security & Technology	\$4.5
Passenger Station Facilities	\$408.5
Rolling Stock	\$310.6
Station Parking	\$49.9
Track & Structures	\$117.5
Maintenance & Storage	\$242.8
Property Acquisition	\$155.0
<b>Total</b>	<b>\$1,386.8</b>

*figures in millions*



## FY 2026-2031 Capital Improvement Program (CIP): Funding Sources

Source	Amount	Share
<b>Committed &amp; Expected Funding</b>		
Federal	\$396.2	28.60%
State	\$436.2	31.50%
Regional (NVTA/Comm. Choice)	\$64.6	4.70%
Local	\$0.7	0.05%
VRE (CROC/Match/Other)	<u>\$61.1</u>	<u>4.40%</u>
<b>Total Committed &amp; Expected</b>	<b>\$958.8</b>	<b>69.10%</b>
<b>Unfunded (To Be Determined)</b>	<b>\$428.0</b>	<b>30.90%</b>
<b>Total CIP Funding</b>	<b>\$1,386.9</b>	<b>100.00%</b>



# Near-Term CIP Projects



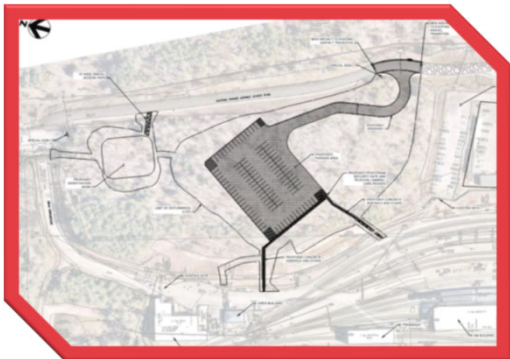
Alexandria Station and K&C Bridges (\$129 million)



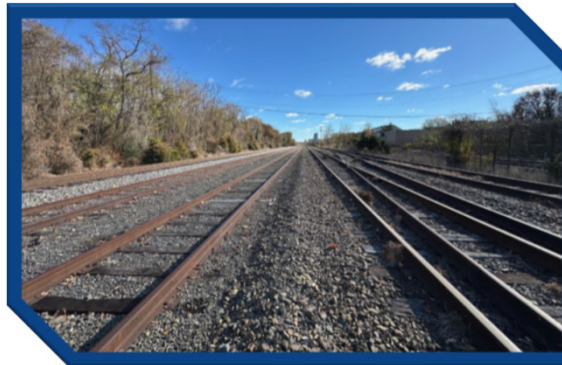
Crystal City Station (\$69 million)



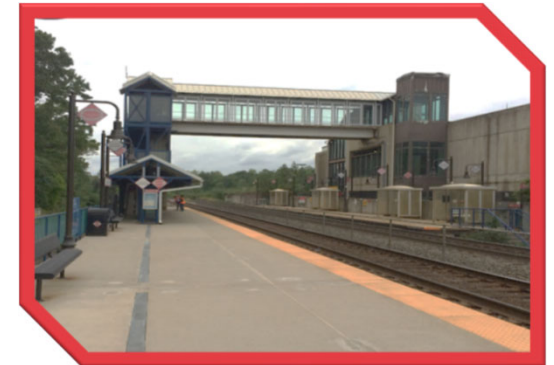
Broad Run Expansion (\$100 million)



Crossroads Yard Parking and AEW Building (\$19 million)



Seminary Yard Midday Storage (\$76 million)



Franconia-Springfield Station (\$33 million)



# Out-Year CIP Projects



Crossovers (\$49 million)



Expansion Locomotives (\$68 million)



Crossroads Yard Future Phases (\$48 million)



VRE Lead Track (\$69 million)



Expansion Coaches (\$158 million)



## FY 2026 Recommended Operating Budget Overview

- Budget is balanced – all projected expenses supported by reasonably expected funding sources
- Continue to provide 32 daily weekday trains and support planned implementation of new Saturday service (12 trains)
- Total budget of **\$115.2 million** is down \$3.2 million (2.7%) vs. FY 2025
  - \$6.4 million reduction in debt service and Manassas Line access fees
  - \$3.2 million net increase in all other costs
- Department budgets scrubbed for efficiencies and alternative approaches
  - \$1.3 million net increase (3.9%), mostly in facility maintenance and mechanical operations.
- Nothing deferred: will deliver safe, cost effective, accessible, and reliable commuter-oriented service, with focus on attracting new riders



## FY 2026 Operating Expense Highlights

- Major contracts with Keolis/hosts/Amtrak services escalated with inflation
- Insurance (\$8.4 million, +9%): market-based increases and expanded coverages
- Mechanical operations costs up \$0.7 million, primarily due to increasing positive train control (PTC) costs; facilities maintenance costs up \$0.4 million, primarily due to new and expanded facilities
- Diesel fuel: Projection of 1.91 million gallons @ \$3 per gallon
- Budgeted staff salary increase (COLA/merit combined) of 4%
- Recommend adding three FTEs: safety & security, marketing, and planning; offset by elimination of part-time positions in marketing and planning



## FY 2026 Operating Revenue Highlights

- Weekday ADR projection reduced from 8,500 in FY2025 to 8,000 for FY 2026, reflecting current ridership trends; Saturdays projected at 1,000 ADR
- Total passenger fare revenue of \$20.1 million
- Commuter Choice grant support for return of Amtrak Step-Up Program
  - Customer-facing Step-Up ticket price of \$4
- Grant reimbursements driven by costs – when grant reimbursable costs are reduced, grant revenue is reduced:
  - Access fees (Manassas Line)
  - Debt service (II Gallery Cars)





## FY 2026 Balance of Fares / Subsidy / Pandemic Relief

- Six-year plan returns to alternating fare and subsidy increases – believe it is good policy when possible
- Recommended FY 2026 budget has no fare increase and 8% subsidy increase:
  - Need to extend pandemic funds runway
  - FY 2022-24 relief was intended to be temporary, and goal is to come back to trend
  - Although gross expenses are lower in FY 2026, reimbursement revenue also lower – net impact on the bottom line is modest
  - Cost of operating VRE does not change with the number of passengers carried – need to reduce subsidy per passenger ratio by drawing more riders

Fiscal Year	Subsidy Amount	Change
2021	\$18,300,780	3%
2022	\$4,756,658	-74%
2023	\$13,544,122	185%
2024	\$16,000,000	18%
2025	\$18,300,780	14%
<b>2026</b>	<b>\$19,764,843</b>	<b>8%</b>



Advancing transit in  
Northern Virginia  
since 1964



January  
2025

Executive Director  
Newsletter



## A Message From Kate Mattice

As we welcome the new year, we gain a fresh opportunity to focus on what lies ahead for 2025. Each of NVTC's programs will focus on major accomplishments this year as we push forward on our efforts to make Northern Virginia's public transit network connected, reliable and safe.

Much of our attention will be on the efforts to establish long-term sustainable funding for public transit through the General Assembly's Northern Virginia Growing Needs of Public Transit Joint Subcommittee and Metro and the Metropolitan Washington Council of Government's DMVMoves task force. We expect recommendations from both by the end of the year to get ready for legislative sessions in 2026.

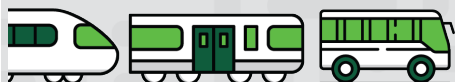
Our Commuter Choice program will seek funding approval for projects in the I-395/95 corridor while we work with the Department of Rail and Public Transportation (DRPT) to conduct a study in the I-66 corridor. The needs assessment will review current and future travel needs between Haymarket and Rosslyn, while identifying potential projects for funding.

The final mobility study for Route 7's planned bus rapid transit (BRT) system will examine the segment from Seven Corners in Fairfax County to the Mark Center in Alexandria and expand on operational options in the City of Falls Church.

We will complete a feasibility study for shared, on-route charging battery electric buses at locations where their layovers overlap. NVTC has worked closely with ART, DASH, Fairfax Connector and Metro to maximize future coordination on infrastructure.

That's just a taste of what to expect in 2025 and I'm excited for what we will achieve together.

  
Executive Director



## In This Issue

- 4 Legislative Forum tackles future of public transit funding, challenges and opportunities facing the region's transit agencies
- 8 Review process to begin for I-395/95 Commuter Choice applications
- 9 NVTC's work shared at annual transportation public meeting
- 10 Metro Board reviews FY 26 \$5 billion budget proposal
- 11 Arlington opens new ART Operations and Maintenance Facility
- 12 NVTC says goodbye to Commissioner Garvey, welcomes new DRPT director
- 13 Good luck Mirna!
- 14 VRE Santa Train spreads Christmas cheer
- 15 Happy holidays from NVTC

Save  
the  
Date

**January 14**  
Commonwealth  
Transportation Board

**January 17**  
VRE Operations Board

**February 18**  
Commonwealth  
Transportation Board

**February 20**  
Joint WMATA/Legislative  
and Policy Committee  
Meeting

**February 20**  
Program Advisory  
Committee Meeting

**February 21**  
VRE Operations Board

NoVaTransit.org  
NoVaRides.org



@NoVaTransit





# LEGISLATIVE





# VE FORUM





## Legislative Forum tackles the future of public transit

Thank you to everyone who spoke at and attended our 11th annual [Legislative Forum](#) on December 13. NVTC Executive Director Kate Mattice also extends her gratitude to our co-sponsors, the Potomac and Rappahannock Transportation Commission and Virginia Railway Express. We had record turnout for the event, which featured Sens. Louise Lucas, Adam Ebbin and Jennifer Boysko; Del. Mark Sickles, Chair Jeff McKay, Metro GM/CEO Randy Clarke, VRE CEO Rich Dalton, OmniRide Executive Director Dr. Bob Schneider, DASH GM/CEO Josh Baker, Capitol Transportation Partners Principal Nick Donohue, and our Commission Chairs Matt de Ferranti and Victor Angry.

We are grateful that all of our speakers recognize the importance of transit to Northern Virginia, as well as the entire Commonwealth of Virginia and the Greater Washington region. The Forum gave panelists an opportunity to talk about the ongoing work to establish sustainable, long-term funding for transit through the General Assembly's [Joint Subcommittee](#) and Metro and the Metropolitan Washington Council of Governments' [DMVMoves](#) task force.





## Legislative Agenda

The forum followed the adoption of NVTC’s [Legislative Agenda](#). Our state priorities focus on advocating for long-term, sustainable, dedicated funding for Metro and all Northern Virginia transit providers, as well as preserving the additional state aid for Metro and operating

cap re-baselining contained in the two-year state budget. NVTC’s federal legislative priorities emphasize maximizing the region’s access to federal transportation funding programs, with federal programs funded at or above those authorized in the Bipartisan Infrastructure Law (BIL).







## Review process to begin for I-395/95 Commuter Choice applications

The FY 2026-2027 I-395/95 [Commuter Choice](#) Call for Projects closed Friday, December 13. NVTC received 15 applications from six applicants requesting \$37.5 million in Commuter Choice funding. We expect to be able to provide between \$25 and \$30 million in awards during this round. Of the 15 applications received, 12

are bus service enhancement projects, one is for a new bus route, one is a commuter rail station improvement, and one is a multi-use trail project. Staff have begun application scoring and eligibility reviews, and a full list of applications received will be shared with the Commission in January.





## NVTC's work shared at annual transportation public meeting

Executive Director Kate Mattice [shared](#) NVTC's key initiatives and programs at the 2024 Northern Virginia Joint Transportation Meeting, held at the Virginia Department of Public Transportation Northern Virginia district office on December 2. She gave attendees an overview of the region's transit network, which moves two million people each week, and described our efforts to improve bus service along Route 7, our investments

through our Commuter Choice program and our work with the General Assembly's joint subcommittee and DMVMoves task force to find long-term sustainable funding for public transit.

The [annual meeting](#) brings together seven agencies working on transportation issues in Northern Virginia.





# Metro Board reviews FY 26 \$5 billion budget proposal

Metro's Board of Directors met [December 13](#) and authorized public hearings for the General Manager/CEO's FY 2026 [Proposed Budget](#). The proposal uses the recently approved restructured subsidy allocation formulas and 2025 Better Bus Network, reflects 3% year-over-year gross expense growth and a series of service optimization concepts and methods to close what currently stands as an operating budget gap of \$217 million. The Proposed Budget totals \$5.0 billion between the operating and capital budgets.

Metro intends to implement the recently approved Year One (2025) Better Bus Network to enhance Metrobus service by adding 11 more routes to the Frequent Service Network and connect more destinations, add peak capacity in several places

around the core, extend half of the Yellow Line to Greenbelt on the Metrorail system and maintain FY 2025 fares. There are also plans to open the Metrorail system an hour earlier and keep the system open an hour later on the weekends.

Metro will begin extensive public outreach over the winter to inform customers and the public of the details of the FY 2026 Proposed Budget. NVTC's WMATA Committee will also discuss the proposal and submit a letter as part of the public comment process. After public hearings, Board Q&A and budget workshops over the winter months, the Board is expected to adopt the FY 2026 budget in March. FY 2026 begins on July 1, 2025.



# \$5.0B

### Operating\*

- Implement Year One of Better Bus Network
- Better, more reliable, automated rail service
- Complete system-wide rollout of Open Payments
- New funding formula supporting service changes and fiscal predictability

\*Includes reimbursables and debt service

### Capital

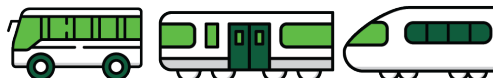
- Continue investments in state of good repair
- Continue investments that increase operational efficiency
- Production of 8000 series railcars
- Complete underway projects and continue ongoing programs

13 of 87



## Arlington opens new ART Operations and Maintenance Facility

Congratulations to Arlington County and ART on their new state of the art operations and maintenance facility (AOMF). Executive Director Kate Mattice was on hand December 10 as officials and staff cut the ribbon on the \$81 million dollar project in the county's Green Valley neighborhood. The AOMF consolidates multiple existing buildings and includes infrastructure to support future battery electric buses.





## NVTC says goodbye to Commissioner Garvey, welcomes new DRPT director

The Commission bid a [fond farewell](#) to Commissioner Libby Garvey at their December meeting. NVTC Chair Matt de Ferranti presented her with a resolution recognizing her service on the Commission since 2017, work on our Program Advisory and Legislative and Policy Committees, as well as her appointment by NVTC to the Virginia Railway Express (VRE) Operations Board. Good luck in retirement from public life!

We also heard remarks from Tiffany P. Robinson, the new Director of the Virginia Department of Rail and Public Transportation, as she became our newest Commissioner. Welcome aboard!



## Good luck Mirna!

We said goodbye to Transit Fellow Mirna Armanious in December. A recent graduate from Virginia Tech, where she earned a master's degree in urban and regional planning, Mirna joined us in September and supported the development of our 2024 "Report on the Performance and Condition of WMATA" and several key research efforts related to NVTC's work identifying long-term, sustainable funding for public transit. We wish Mirna the very best for the future and thank our partners at the Department of Rail and Public Transportation for supporting our Transit Fellow Program.



## VRE Santa Train spreads Christmas cheer

NVTC Commuter Choice and Policy Program Manager Daniel Knickelbein (right) and his husband donned elf costumes in December as part of Virginia Railway Express' wildly popular Santa Train.



# Happy Holidays!

NVTC hopes you and yours had a lovely holiday season and a happy start to the new year!







*Advancing transit in  
Northern Virginia since 1964*

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

NoVaTransit.org  
NoVaRides.org



@NoVaTransit

## NVTC Commission Meetings

The Commission meets at 7:00 p.m. on the first Thursday of the month. Meetings are held in the First Floor Main Conference Room of the Navy League Building, 2300 Wilson Blvd, Arlington, Virginia, unless otherwise noted.\*

[Public Streaming Via YouTube](#)

## NVTC Committee Meetings

The Executive Committee meets monthly prior to the Commission meeting at 6:00 p.m. in Suite #230 of the Navy League Building. Other committees meet as needed in Suite #230 unless otherwise noted.\*

Please check NVTC's [meeting website page](#) for updates.

*If NVTC decides to change the meeting method, NVTC will provide a new meeting notice in accordance with the provisions of the Freedom of Information Act, and will notify Commissioners, staff and public at least 72 hours in advance of the meeting. Updated meeting information will be posted on [NVTC's meeting website page](#).*

COMMISSION MEETINGS

EXECUTIVE COMMITTEE MEETINGS

WMATA COMMITTEE MEETINGS

LEGISLATIVE AND POLICY COMMITTEE MEETINGS

POLICY ADVISORY COMMITTEE (PAC) MEETINGS

JOINT COMMISSION WORKING GROUP (JCWG) MEETINGS

OTHER MEETINGS

## JANUARY 2025

- 16 - Executive Committee\* (6:00 PM) (in lieu of Jan 2)
- 16 - Commission Meeting\* (7:00 PM)

## FEBRUARY 2025

- ~~6 - Legislative Reception - canceled~~
- 20 - Program Advisory Committee (4:30 PM)
- 20 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## MARCH 2025

- 6 - Executive Committee (6:00 PM)
- 6 - Commission Meeting (7:00 PM)

## APRIL 2025

- 3 - Executive Committee (6:00 PM)
- 3 - Commission Meeting (7:00 PM)
- 24 - JOINT Program Advisory Committee/Joint Commission Working Group (4:30 PM) (all-virtual)

## MAY 2025

- 1 - Executive Committee (6:00 PM)
- 1 - Commission Meeting (7:00 PM)
- 15 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## JUNE 2025

- 5 - Executive Committee (6:00 PM)
- 5 - Commission Meeting (7:00 PM)
- 18 (Wed)- JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## JULY 2025

- 17 - Executive Committee\*(6:00 PM) (all-virtual) (in lieu of 7/3)
- 17 - Commission Meeting\* (7:00 PM) (all-virtual)

## AUGUST 2025

No Commission Meeting

## SEPTEMBER 2025

4 - Executive Committee (6:00 PM)

4 - Commission Meeting (7:00 PM)

18 - Program Advisory Committee (4:30 PM)

18 - Joint NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## OCTOBER 2025

No Commission Meeting

16 - Executive Committee\* (6:00 PM)

16 - Joint NVTC WMATA Committee/Legislative and Policy Committee (7:00 PM)

## NOVEMBER 2025

6 - Executive Committee (6:00 PM)

6 - Commission Meeting (7:00 PM)

20 - JOINT NVTC WMATA Committee/Legislative and Policy Committee (6:00 PM)

## DECEMBER 2025

4 - Executive Committee (6:00 PM)

4 - Commission Meeting (7:00 PM)

TBD - Joint NVTC-PRTC-VRE Legislative Forum\* (8:30 AM)  
(location TBD)