

Combined
Blue Items/Handouts/
Presentations
for
July 17, 2025
NVTC Meeting

Bus Priority Basics

Vikram Sinha
Senior Program Manager
July 17, 2025



What is Bus Priority?

Targeted improvements to existing roadways prioritize transit riders and buses.

Prioritizing the bus can benefit all roadway users



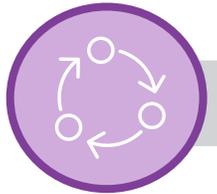
Expanded Access to Opportunity



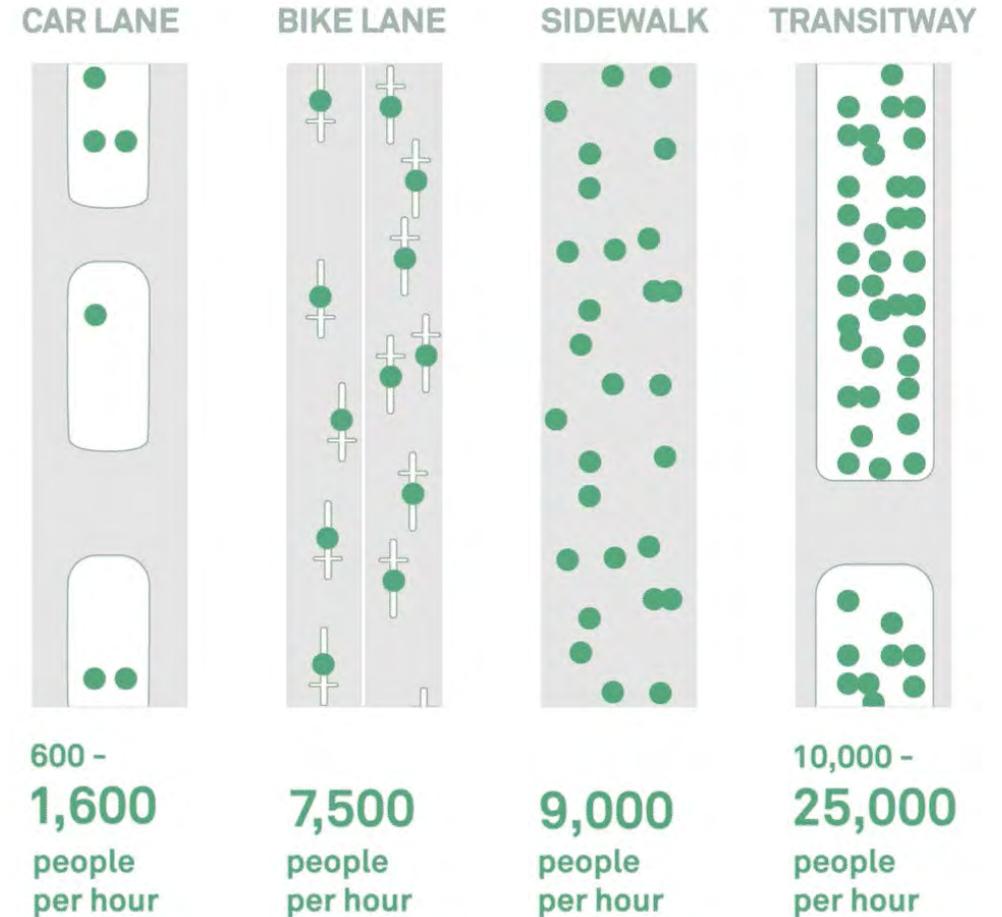
Faster and More Reliable Trips



Reduced Greenhouse Gas Emissions



Improved Mobility



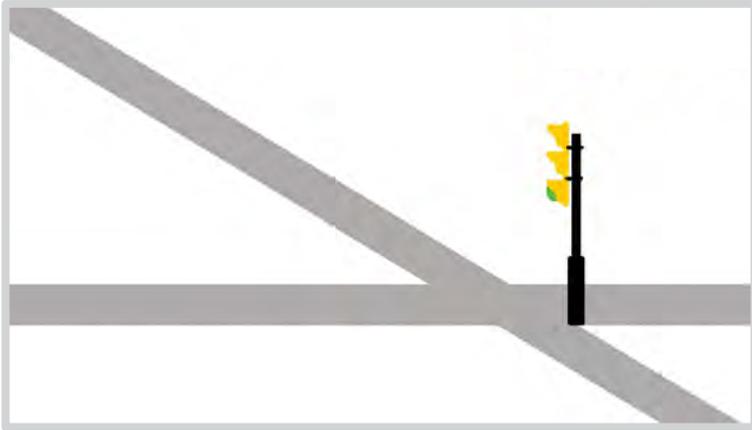
(NACTO)



The Bus Priority Toolbox

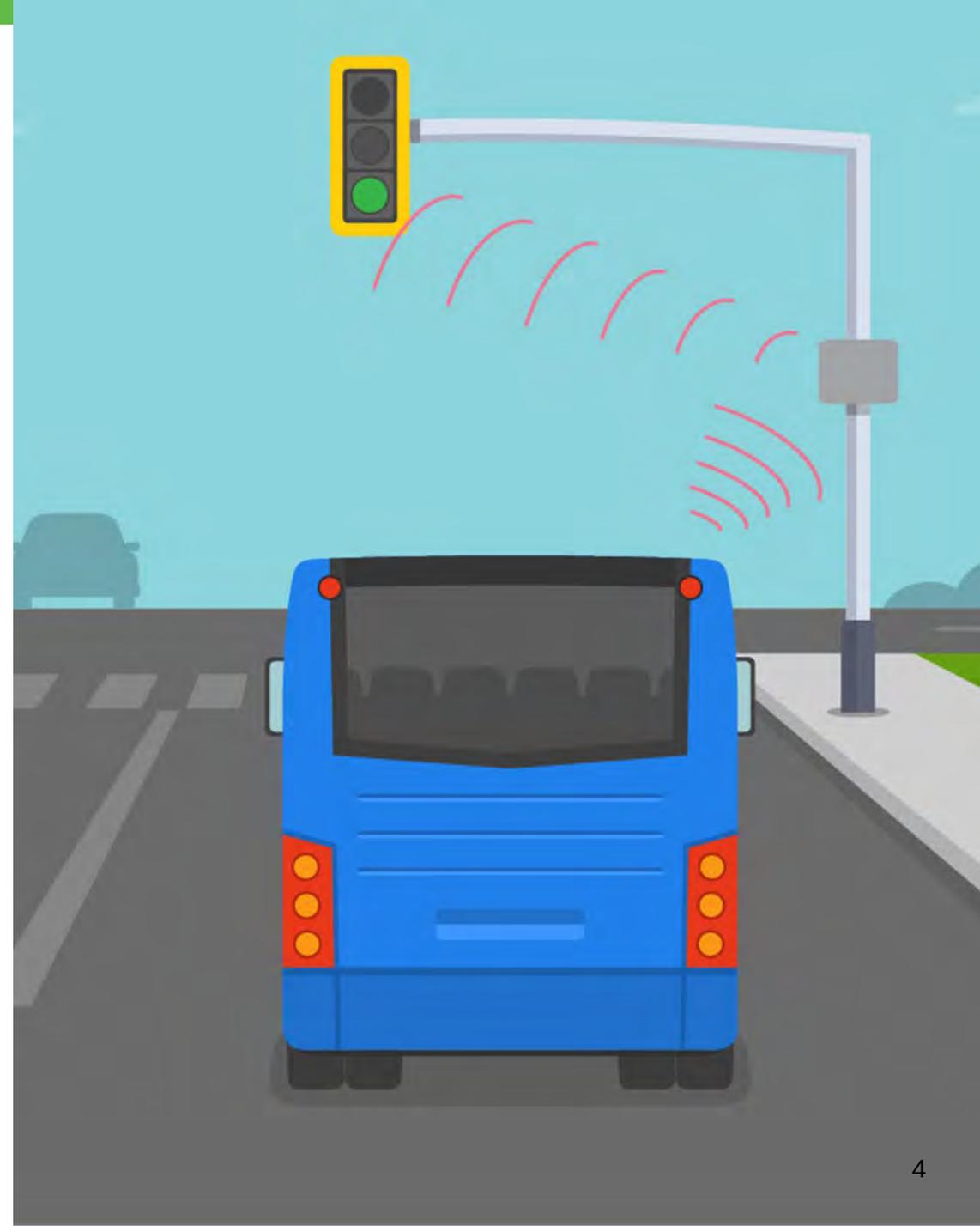
Transit Signal Priority (TSP)

TSP allows a bus to communicate with a traffic light, either delaying or extending the signal in favor of the bus. If no bus is present, no change occurs.



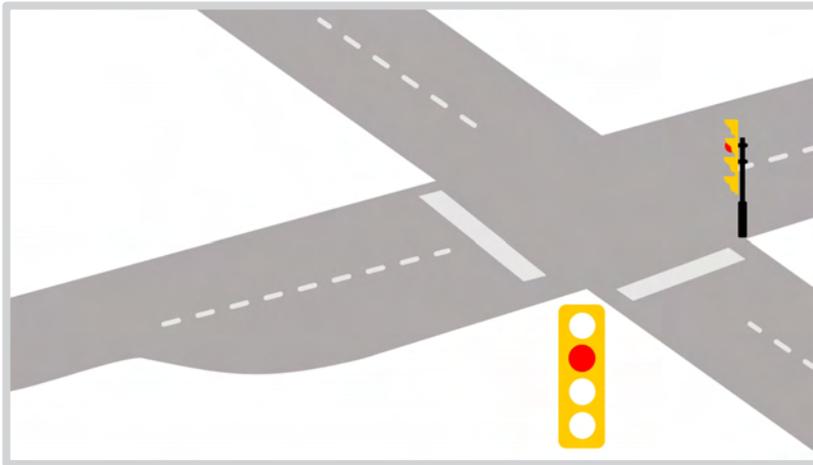
Benefits to the Region

TSP keeps buses on schedule, providing a reliable bus trip that encourages more riders. Increased bus ridership improves the efficiency and capacity of a travel corridor.



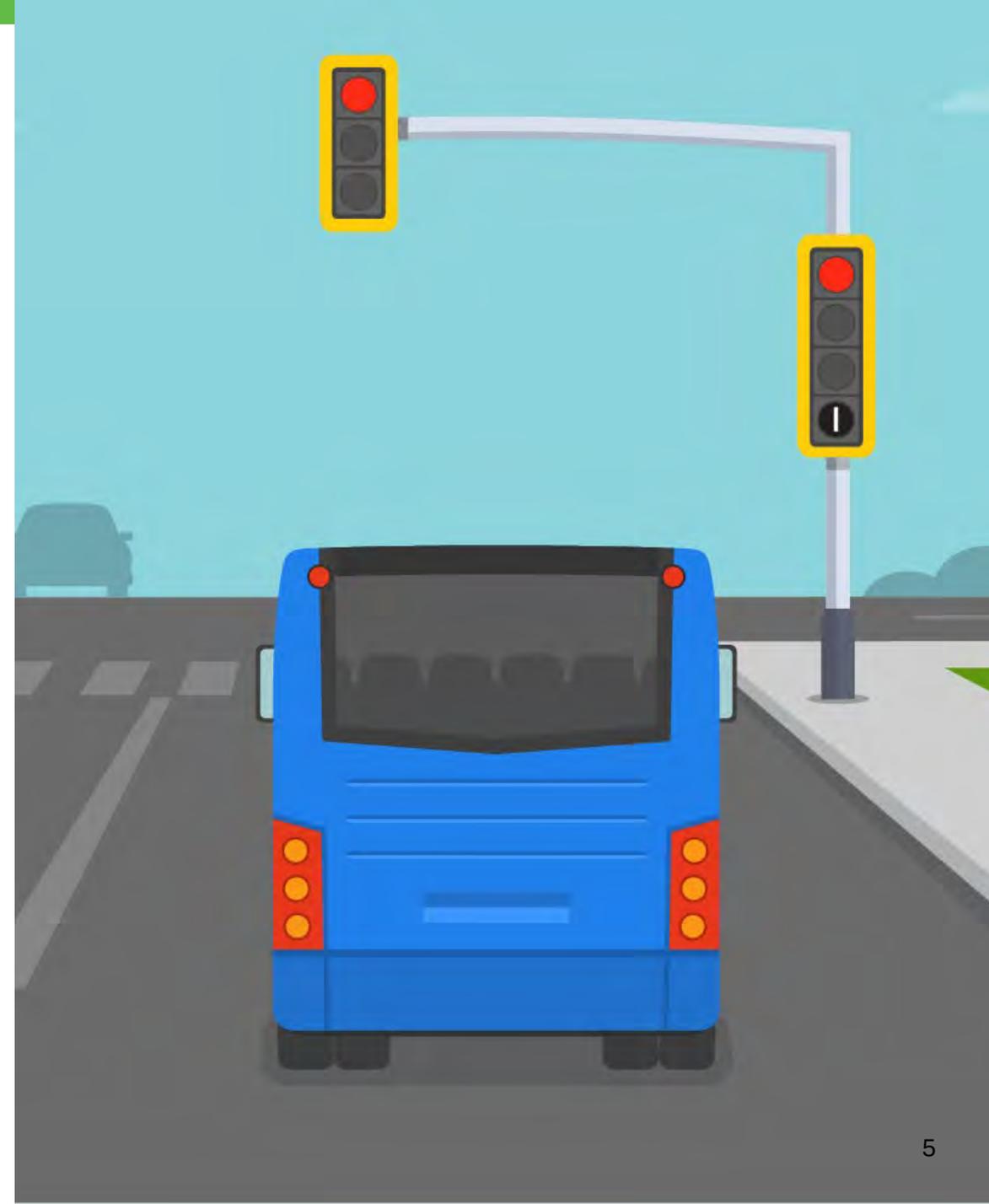
Queue Jumps

Queue jumps provide buses with additional space at a traffic light to bypass vehicles. Using a bus-only signal, the bus receives a 'head-start' over other vehicles.



Benefits to the Region

Queue jumps allow buses to bypass congestion at traffic lights. This keeps buses on schedule and provides a safe way to merge back into the flow of traffic.



Dedicated Bus Lanes

By repurposing a parking or moving lane to a bus-only lane, a road can be better organized. On highly traveled corridors with frequent bus service, these bus lanes provide a smoother, more reliable ride for bus riders. This improves safety and traffic flow around bus stops as well.

Hours of Operation

Bus lanes may operate all day, or during a peak period only.

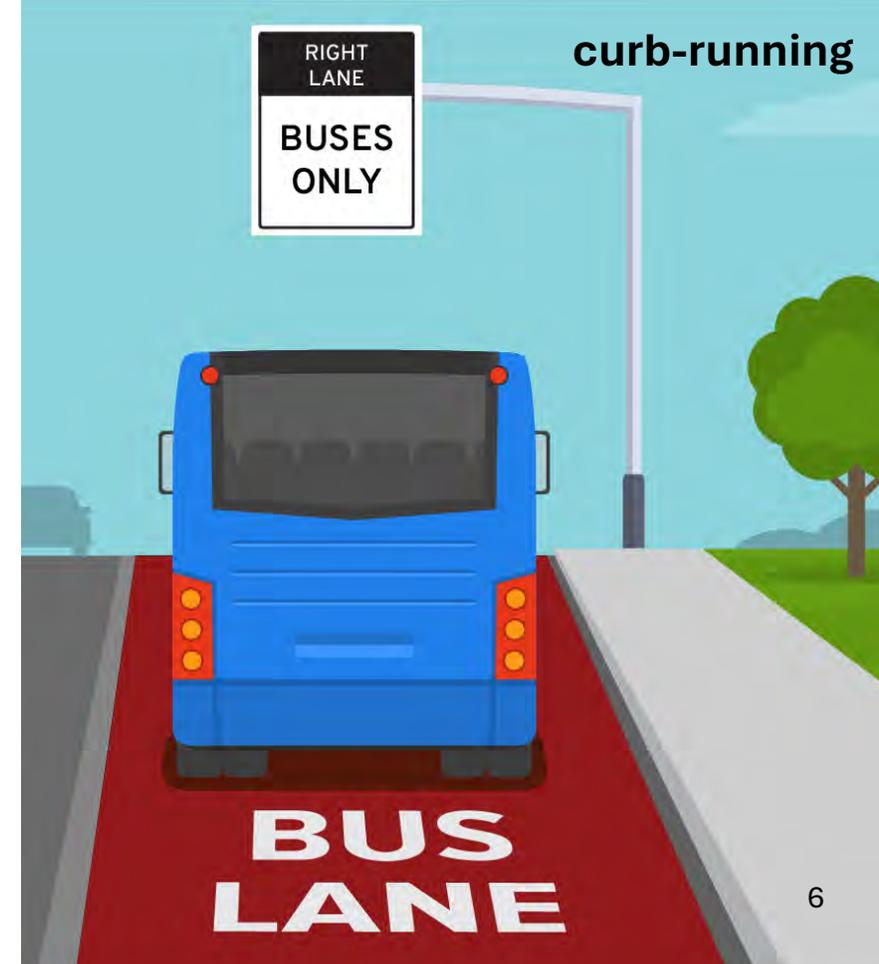
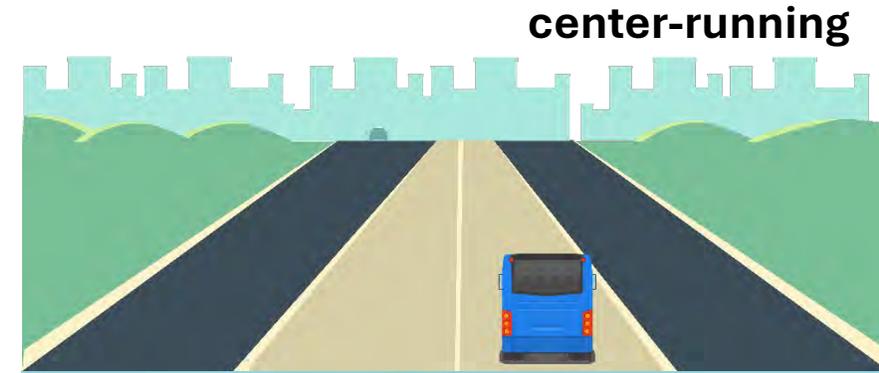
Example from LA
(Marc Caswell)



Benefits to the Region

Bus lanes reduce delays due to traffic congestion and help raise the visibility of the high-quality, frequent service.

Emergency vehicles can also use these lanes to improve response times.



Bus Lane Enforcement

Dedicated bus lanes only work if they are properly enforced.

In Virginia, this can currently be done through infrastructure design or on-the-ground enforcement.

Automated enforcement of bus lanes, which involves a camera mounted to a bus or along the roadway, is not currently permitted in Virginia. There are other examples of automated enforcement in use, such as on school buses.

Benefits to the Region

Bus lane enforcement ensures that the region's dedicated bus lanes can reduce congestion for our region's transit buses and emergency services.



An example from Washington, D.C., that illustrates education and enforcement

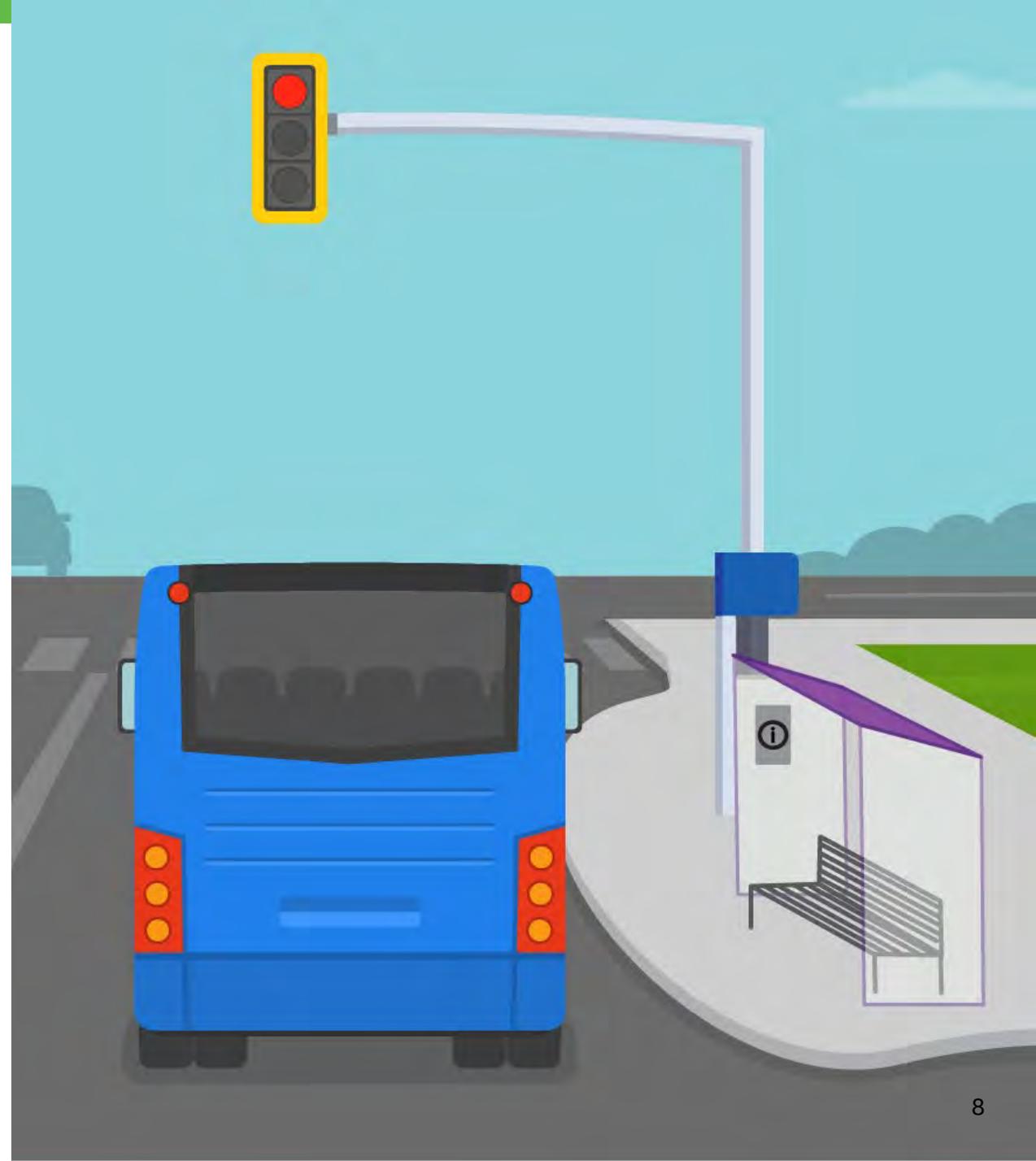
Enhanced Bus Stops

Bus stops are the front door to a transit system. Some stops just have a sign, but for a world-class transit experience you need:

- Sidewalks and pedestrian ramps
- Crosswalks
- Benches
- Lighting
- Shelter (from sun and rain)
- Real-time bus information
- Level boarding and curb extensions or islands
- And more!

Benefits to the Region

Enhanced bus stops are critical to supporting existing ridership and attracting new riders to the bus. It's a quality-of-life issue.



Enhanced Bus Stops: Around the Region



Bus Stop Shelter



Floating Bus Stop



A Sad Bus Stop



Level Boarding



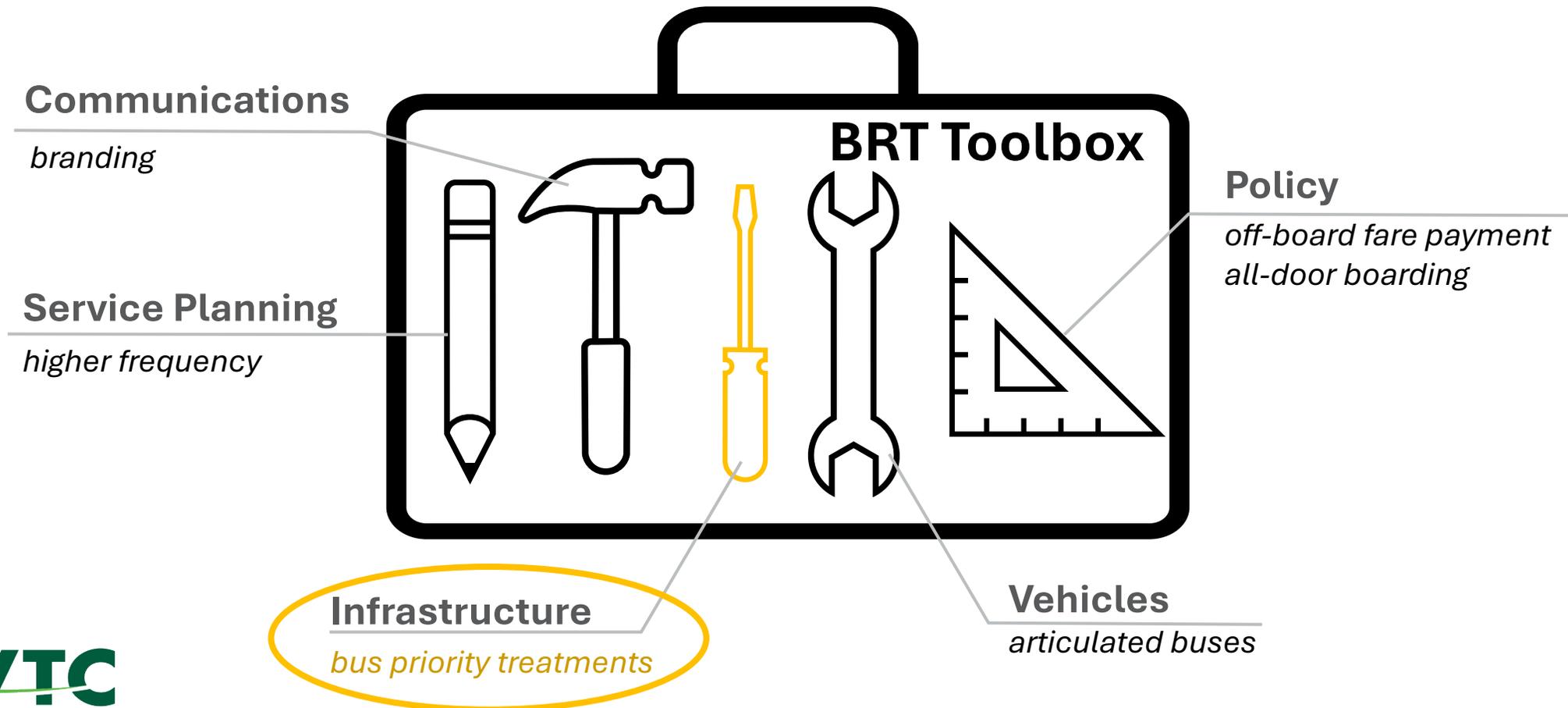
Crystal City Transit Station

What About Bus Rapid Transit (BRT)?

BRT is specialized, high-quality bus transit.

What's the Difference?

Bus priority treatments are just one component of a BRT system.



Examples of BRT in the United States

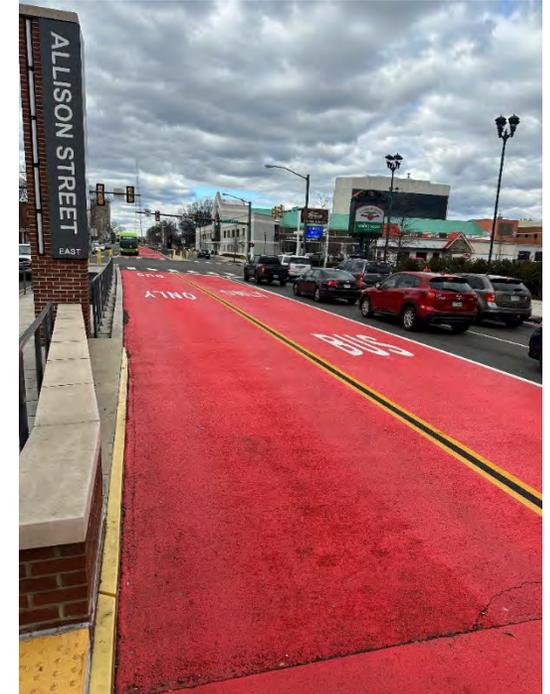
The Institute for Transportation & Development Policy maintains a globally recognized [BRT Standard](#) for assessing whether a bus corridor can be considered BRT. Below are some of their highest scoring examples from the United State.



San Francisco, CA (BRT Silver)
Source: Google Street View,
<https://maps.app.goo.gl/qkbySeW4po6hLUtV8>



Cleveland, OH (BRT Silver)
Source: Google Street View,
<https://maps.app.goo.gl/Y6D8pxc3DFDCM9Vp6>



Richmond, VA (BRT Bronze)

What's Going on in the Region?

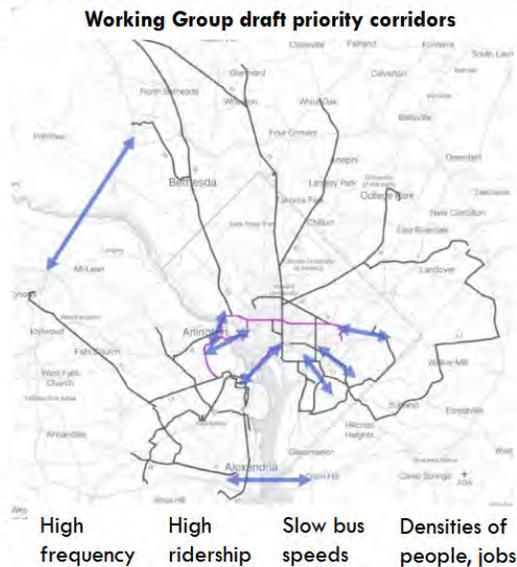
NVTC continues to focus on interjurisdictional projects and coordination that advance bus priority goals, including participating in these two key regional efforts:

DMVMoves Bus Priority Plan

The DMVMoves Task Force wants to coordinate on bus priority infrastructure that leverages capital funding to create operational efficiencies for existing routes within the WMATA compact region.

What a regional approach to bus priority would do:

- ✔ Invests priority treatments in corridors with high demand and frequent service, but slow buses
- ✔ Makes existing service faster and more cost efficient
- ✔ Allows for increased bus frequency through cost savings
- ✔ Ensures regional coordination
- ✔ Better ROI as benefits are maintained over time
- ✔ Faster delivery and benefits realized sooner



NVTA's BRT Action Plan

NVTA is identifying corridors in Northern Virginia that could support a future bus rapid transit network.



Next Steps for NVTC

- Engage on transit signal priority and other transit technologies.
 - Inventory and assess opportunities for joint or cooperative technology procurements.
 - Support updates to and alignment of TSP infrastructure among agencies, jurisdictions and roadway owners across the region.
- Collect regional data on bus priority infrastructure, both existing and planned.
- Coordinate and convene jurisdictional partners and bus operators on bus priority and transit signal priority in Northern Virginia.
- Advance Envision Route 7 planning and outreach efforts.

Envision Route 7 Update

Vikram Sinha
Envision Route 7 Senior Program Manager
July 17, 2025



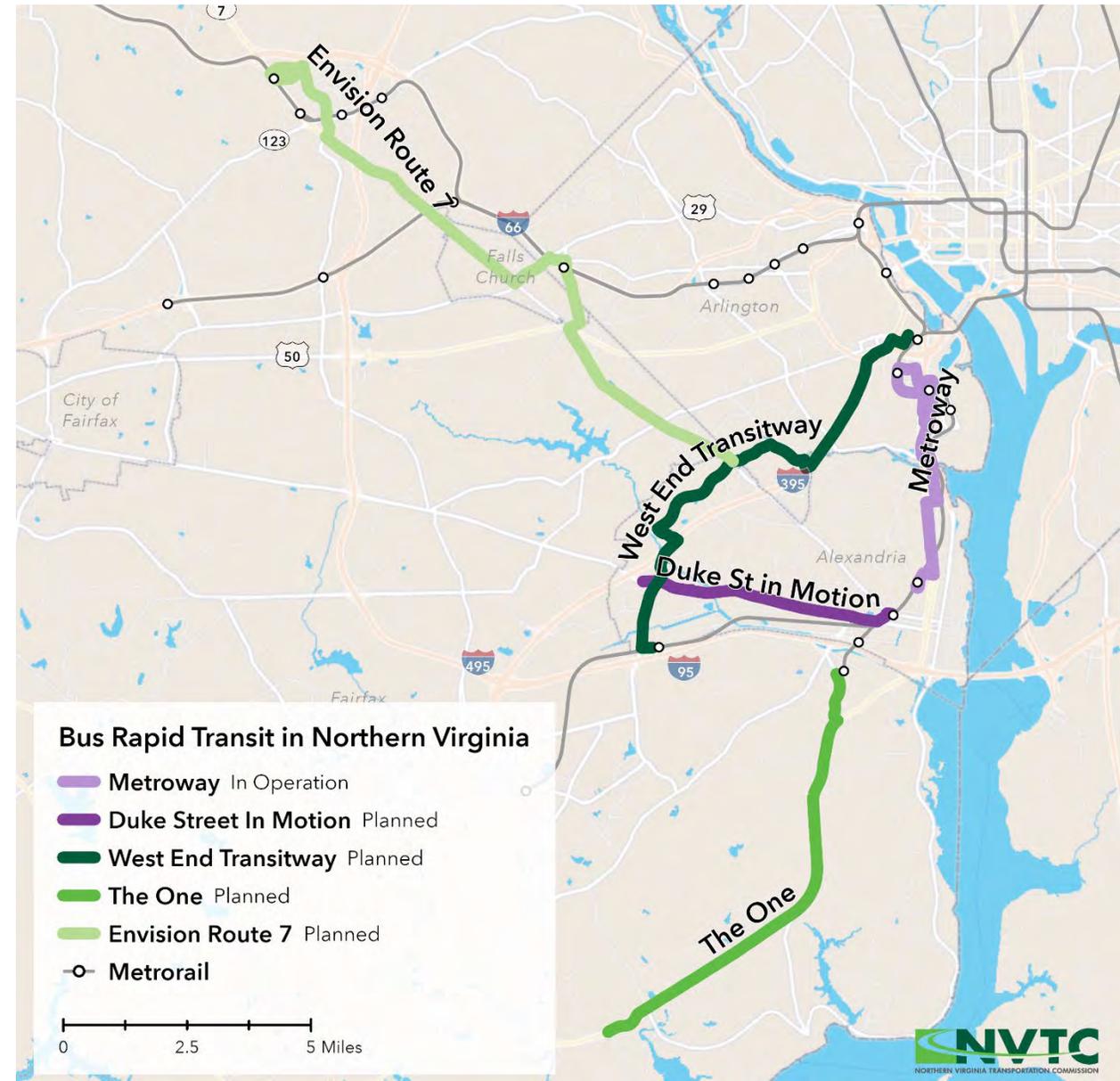
Regional Context: NoVA's Expanding BRT Network

Background:

- 14-mile project corridor in four jurisdictions with varied roadway and urban treatments
- Contains wide-ranging income and transit dependent residents
- \$518M in capital project funding that will support Route 7 BRT and improve bus operations
- Project planning has established route and mode for transit
- Roadway ownership
 - VDOT, Falls Church, Alexandria

Envision Route 7 BRT delivers:

- High-frequency, high-capacity service
- Context sensitive bus priority treatments
- Enhanced bus stops and boarding islands





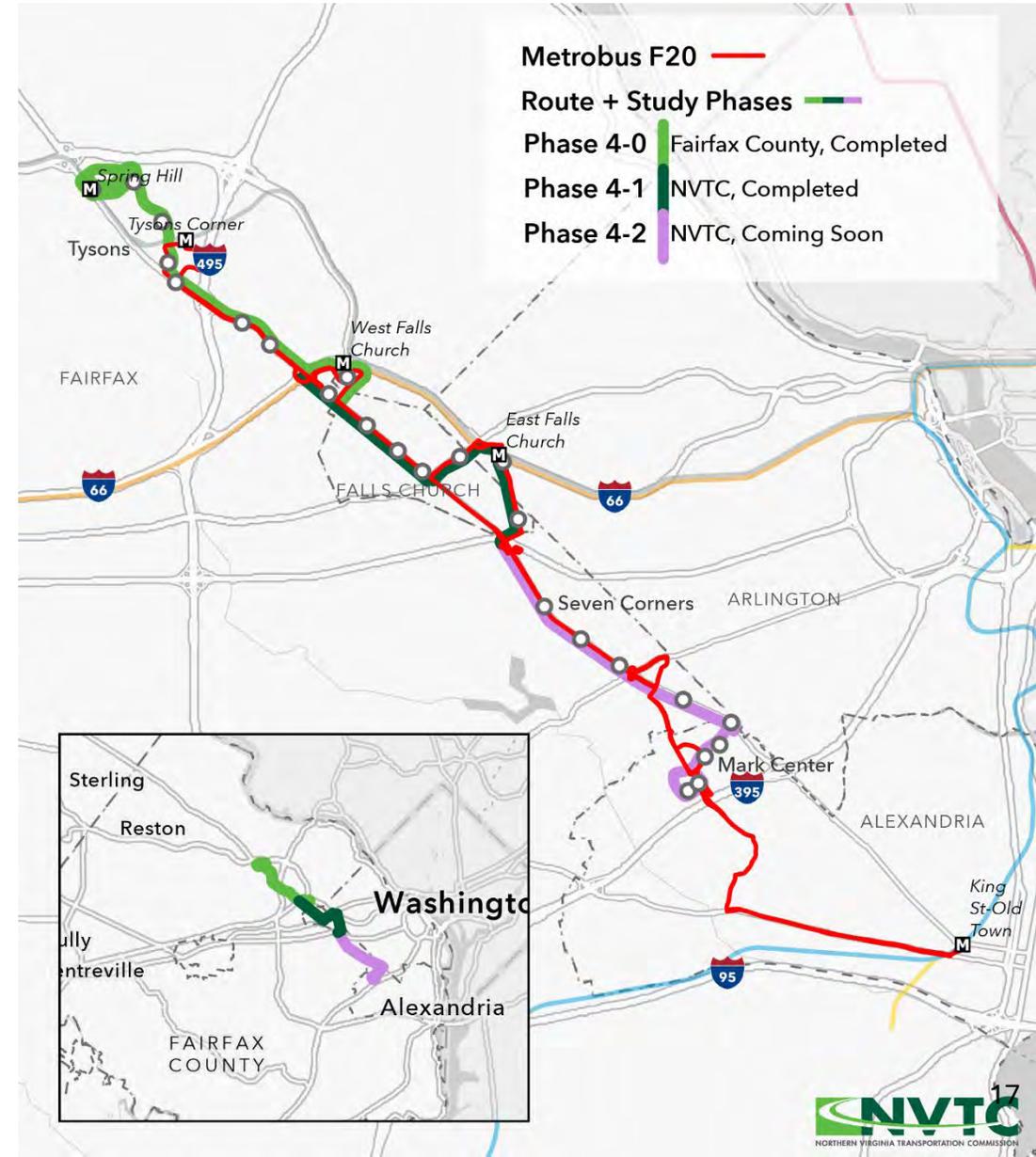
Route 7 has thriving Metrobus service



How to make a thriving bus route even better?

Metrobus F20 (Formerly 28A) sets the stage for Envision Route 7 BRT

- Frequent Service
 - Metrobus F20 runs every 12-minutes (8 a.m. – 8 p.m.) and 30 minutes (evening)
- Strong Ridership
 - 7,741 daily riders (April 2024)
 - Ridership on the F20 is 67% **above** pre-pandemic levels
 - 9th highest ridership in the Metrobus system (Highest in Virginia)
- Connects to Metrorail Stations
- NVTC and jurisdictional partners advance BRT planning in phased approach



OUR REGIONAL PARTNERS



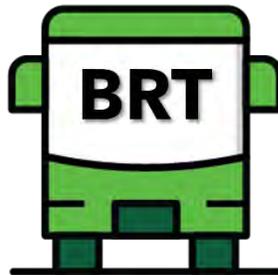
Proposed Approach: Transform the F20 into BRT



In Operation

Layer Bus Improvements & Increase Frequency

We are here



Transit
Strategic
Planning

NEPA

Design

Construction

In Operation

- Short-term, phased enhancements (service and infrastructure) that build toward long-term vision
- Context sensitive, multi-modal treatments that support local needs and expectations
- Increase the efficiency of bus service and enhance passenger experience
- Better bus service can be achieved in advance of a major capital project

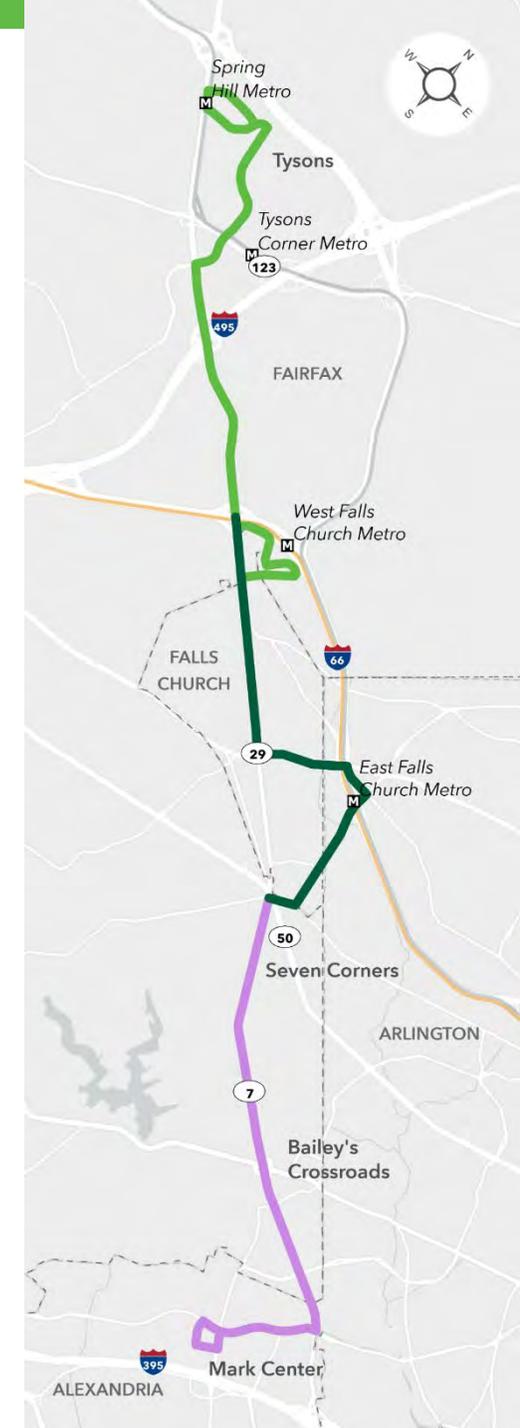
Phase 4-2: Continuing Capital Planning

The Phase 4-2 Mobility Analysis Study examines Rt 7 from Seven Corners in Fairfax County to the Mark Center in Alexandria (Purple segment on map at right).

Additionally, the work will do a deeper dive on operational options in the City of Falls Church, completing the corridor's mobility analysis.

The objectives for Phase 4-2 are:

- Identify trends and examine issues related to traffic congestion by collecting and analyzing data to understand the operational impacts of center running vs. curb running BRT along the study corridor.
- Facilitate community conversations around BRT on the project corridor.
- Conduct analysis in the City of Falls Church regarding Business Access and Transit (BAT) vs. High Occupancy Vehicle (HOV), queue jump layout/cross-section.
- Resolve the southern terminus of the BRT in Alexandria (Southern Towers vs. Mark Center).



External Coordination

 National Capital Region Transportation Planning Board		 Federal Transit Administration			
<p>Include Envision Route 7 in regional Transportation Improvement Plan (TIP) in April 2024</p>	<p>Sponsor study efforts in TIP until handoff to jurisdictions to lead their implementation efforts</p>	<p>Continue discussion around funding opportunities and partnership</p>	<p>Review and comment on NVTC and Kimley-Horn project corridor data collection and analysis</p>	<p>Incorporate NVTC BRT alignment into Bus Network Redesign effort.</p>	<p>Collaborate with Northern Virginia Transportation Authority (NVTA) on BRT Action Plan</p>
<p>Key partner to enable use of federal funds for Envision Route 7</p>	<p>Potential funding partner for engineering and construction</p>	<p>Potential funding partner for engineering and construction</p>	<p>Key partner to realize bus priority treatments in roadway</p>	<p>Investigate feasibility of higher frequency bus service</p>	<p>Potential funding partner for engineering and construction</p>
		<p>Support NVTC NEPA and planning scoping efforts</p>	<p>Primary roadway owner in project corridor</p>	<p>Identify solutions for pain points to improve bus service</p>	

Future bus service on Route 7

- Phase 4-2 study will advance jurisdictional decision making on BRT route and bus treatments
- Phase 4-2 study is not making bus operation recommendations and is not looking to remove bus routes.
- In parallel with Phase 4-2 study, NVTC is convening jurisdictional staff, VDOT, and transit agencies to discuss transit service in the corridor:
 - Working with local partners and bus operators to ensure community is served
 - Exploring potential opportunities around local and limited bus service
 - Discussing potential for multi-operator use of BRT treatments



Next Steps: Listen and Incorporate

- Key Takeaways
 - Work has started
 - There will be presentations to boards and commissions
 - Outreach to begin late summer
- Seeking Commissioner Guidance on Opportunities for Community Outreach

Ongoing Engagement

NVTC staff will keep Commissioners updated on study progress at Commission meetings and provide more substantive updates at the Program Advisory Committee meetings.

NVTC staff will brief Commissioners whose districts are located along the project corridor in addition to working with their offices on outreach efforts.

Work on Phase 4-2 has begun!



Traffic camera in place to collect vehicle data near Eden Center



NVTC and Fairfax County staff rode the 28A, soon to be F20, to better understand the project corridor



Transforming Rail in Virginia Northern Virginia Update

DJ Stadtler, Executive Director
Virginia Passenger Rail Authority



Transforming Rail in Virginia (TRV)

Legislators sought an alternative to “all day rush hour”

I-95 from Fairfax County to Fredericksburg – one of the most congested stretches of highway in US

Cost of adding one Lane to I-95 between I-495 and Thornburg - \$12.6 Billion

Amtrak Virginia service was growing but the state needed more

TRV

Announced initiative in 2019

- Use existing rail corridor
- Build new infrastructure
- Separate freight and passenger service

Created VPRA in 2020

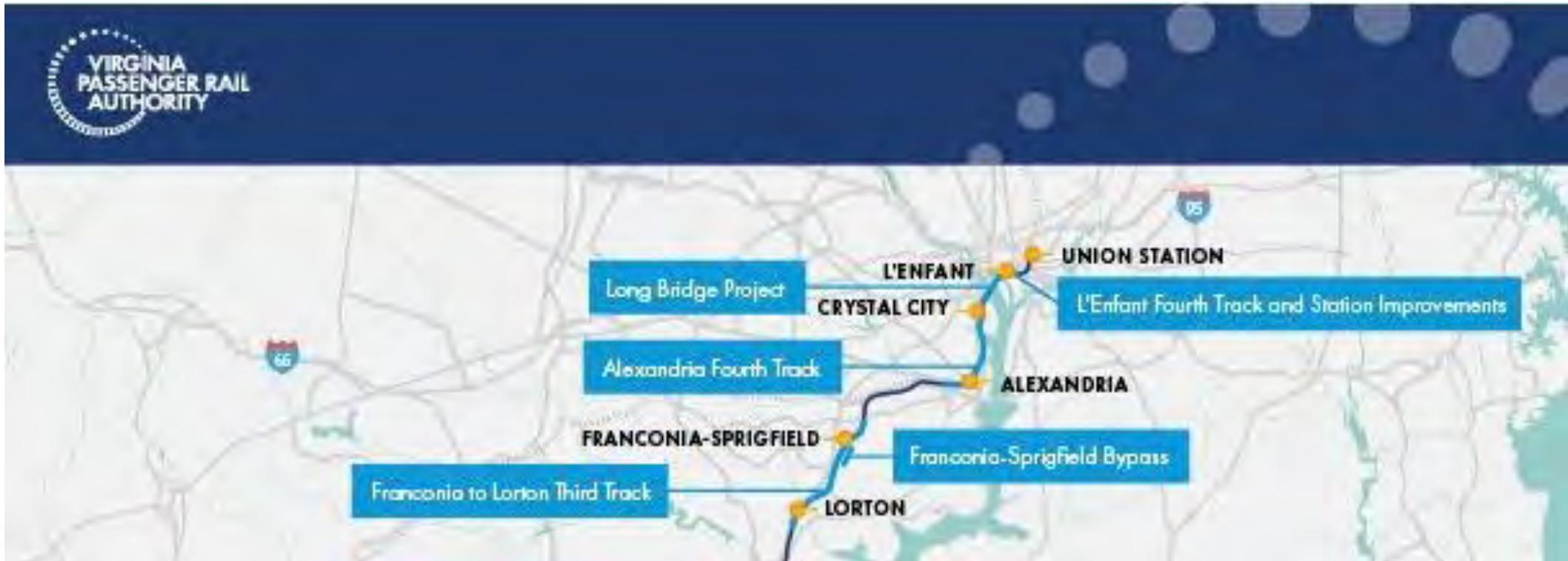
Signed CSX Agreement in 2021

Signed Norfolk Southern Agreements in 2021 & 2024



TRV Northern Virginia Projects

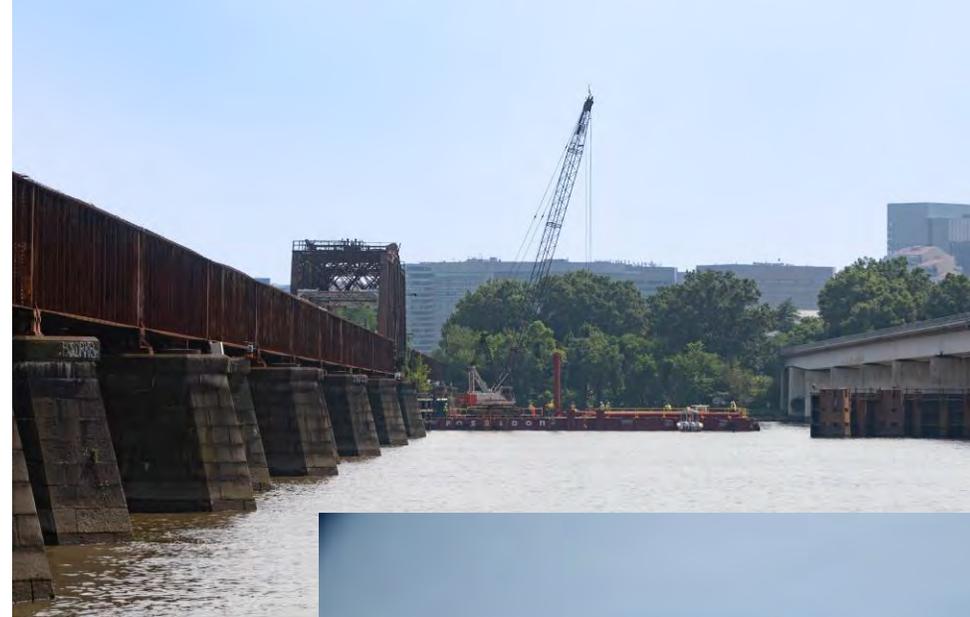
Northern Virginia rail bottleneck affects all rail service traveling into and out of Virginia including our state-supported Amtrak Virginia service, Amtrak's long-distance service, and VRE service.



Long Bridge Project

New bridge across the Potomac River

- Current bridge built in 1904
- Peak periods at 98% capacity
- Building new bridge dedicated solely to passenger train service
- 1.8-mile corridor will include 5 rail bridges and 2 pedestrian bridges
- \$2.7 billion project
- Existing bridge will remain and continue to be owned/operated by CSXT
- Necessary to expand service through Virginia
- Will allow increase of service from 8 daily Amtrak Virginia roundtrips to 13



Long Bridge Project

Groundbreaking

- October 15, 2024
- Completion late 2030

Project Divided into 2 Packages

- North & South

Skanska Flatiron Dragados

- Construction partner for North
- Recently signed contract

Trumbull Corp., Fay, S&B Construction, & Wagman Heavy Civil, Inc.

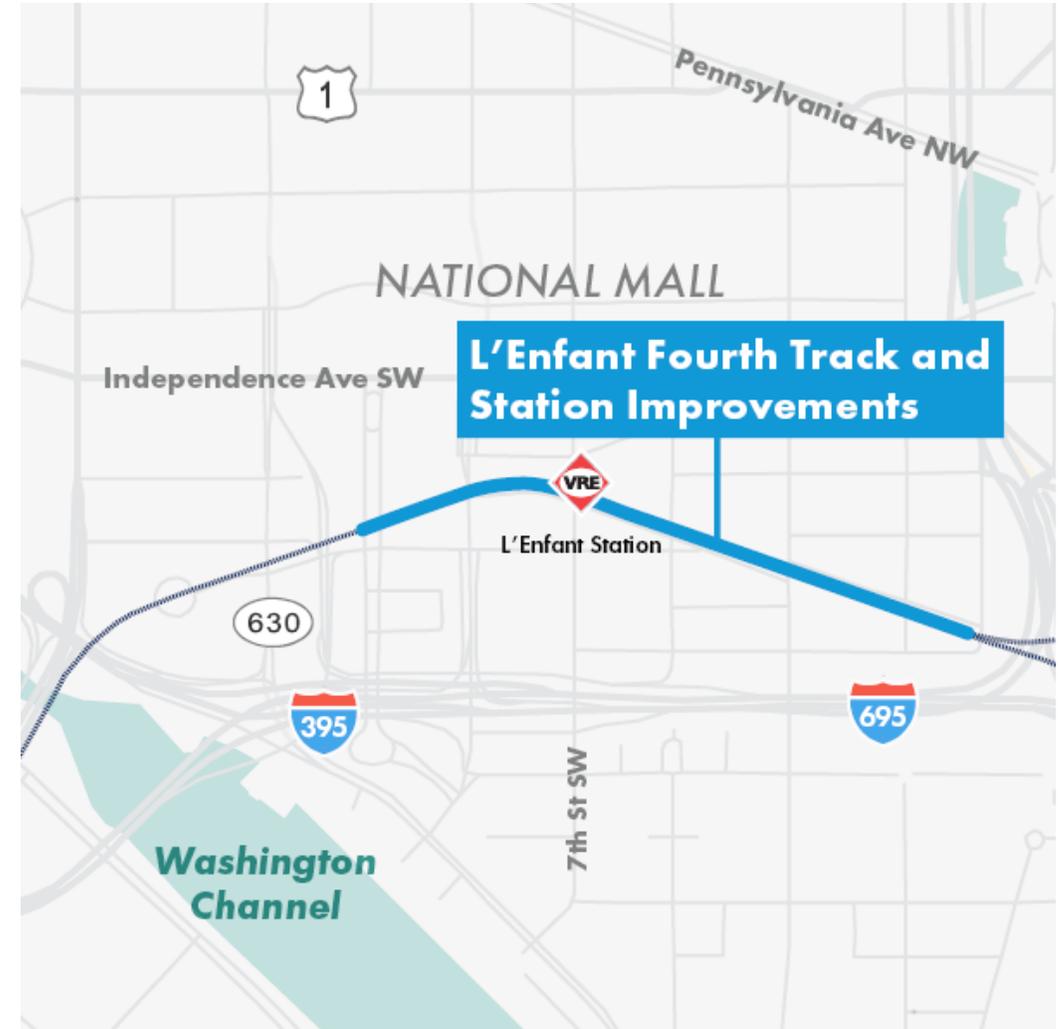
- Construction partner for South



L'Enfant Fourth Track & Station Improvements

VRE has the lead with VPRA providing some funding

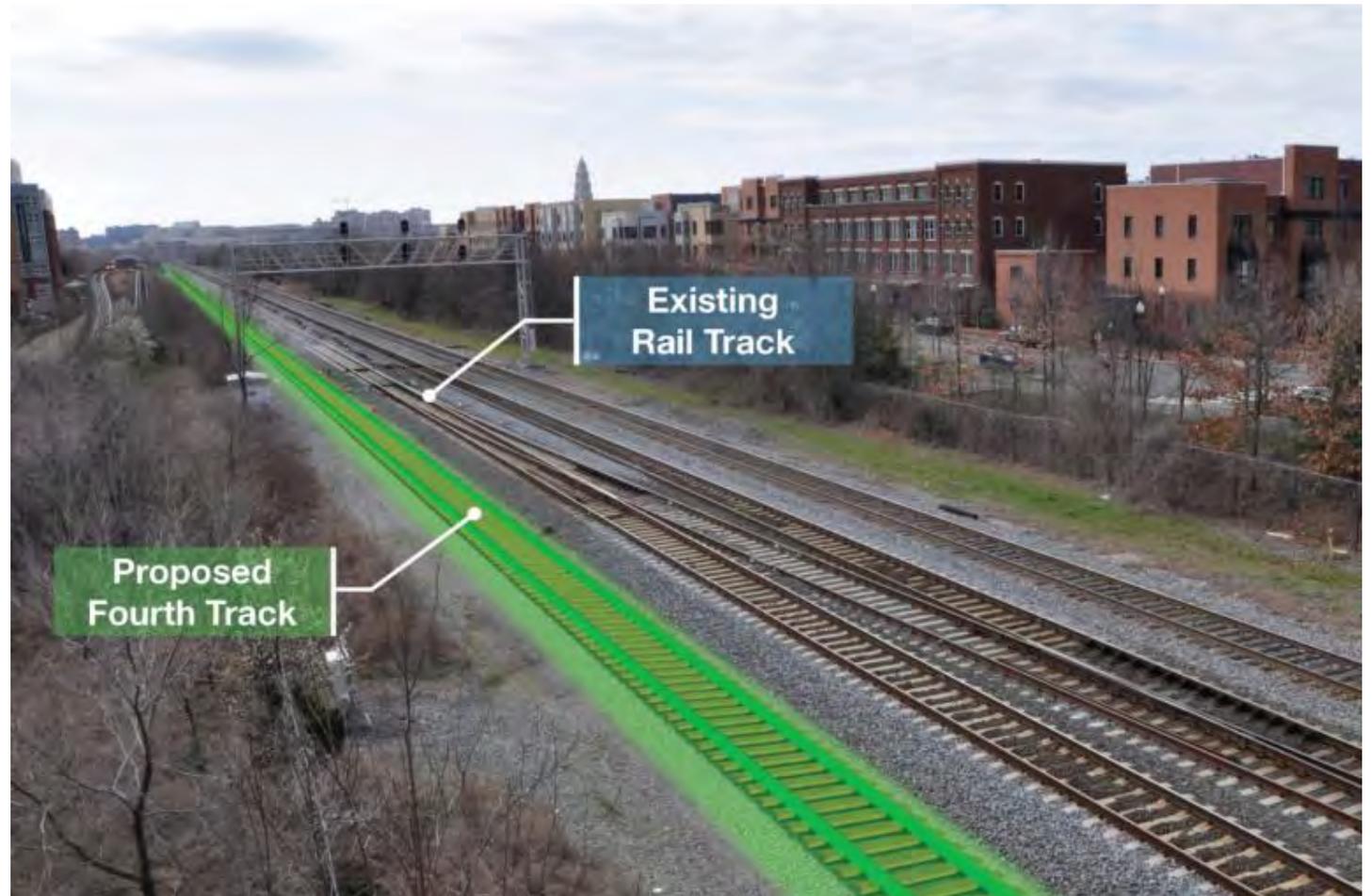
- Will expand the capacity of the mainline with addition of a fourth track
- Station improvements will allow for two VRE trains to serve the station simultaneously
- \$111 million project
- Coordinating with Long Bridge Project



Alexandria Fourth Track Project

Improve infrastructure between Arlington and Alexandria

- Design and build 6 miles of railroad
- Add capacity
- Accommodate station and platform improvements at Alexandria and Crystal City

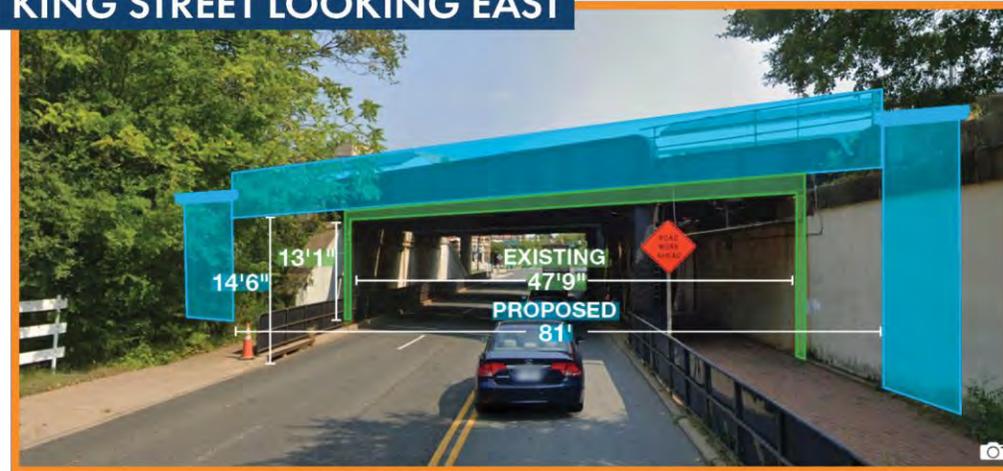


King & Commonwealth Project

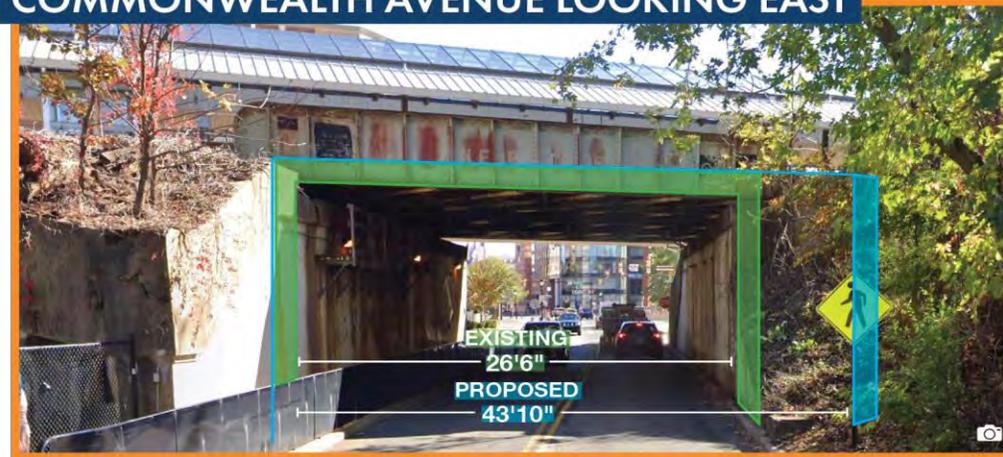
New rail bridges in Alexandria

- Span King Street & Commonwealth Ave
- Will minimize rail interruptions
- Significantly reduce maintenance by replacing aging bridges
- Improve safety for pedestrians and motorists under the bridges

KING STREET LOOKING EAST



COMMONWEALTH AVENUE LOOKING EAST



Franconia Springfield Bypass Project

New Bypass South of Franconia-Springfield Metro Station

- Will alleviate train interference
- \$414 million project
- Stations north are on the west side
- Stations south are on the east side
- Will allow passenger trains to cross over two freight tracks without interference
- Will improve OTP for both services
- Recently signed contract with FlatironDragados-Herzog JV



Amtrak Virginia Passenger Rail Network: 2025

Existing VA Passenger Rail Network a result of dedicated, bipartisan funding since 2006

PASSENGER ROUTES



Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)
- Washington-Richmond (Route 51)

Host Railroads

- CSX** - CSX Transportation
- NS** - Norfolk Southern
- BBRR** - Buckingham Branch
- Passenger Station

Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commuter Rail
- - - Thruway Bus

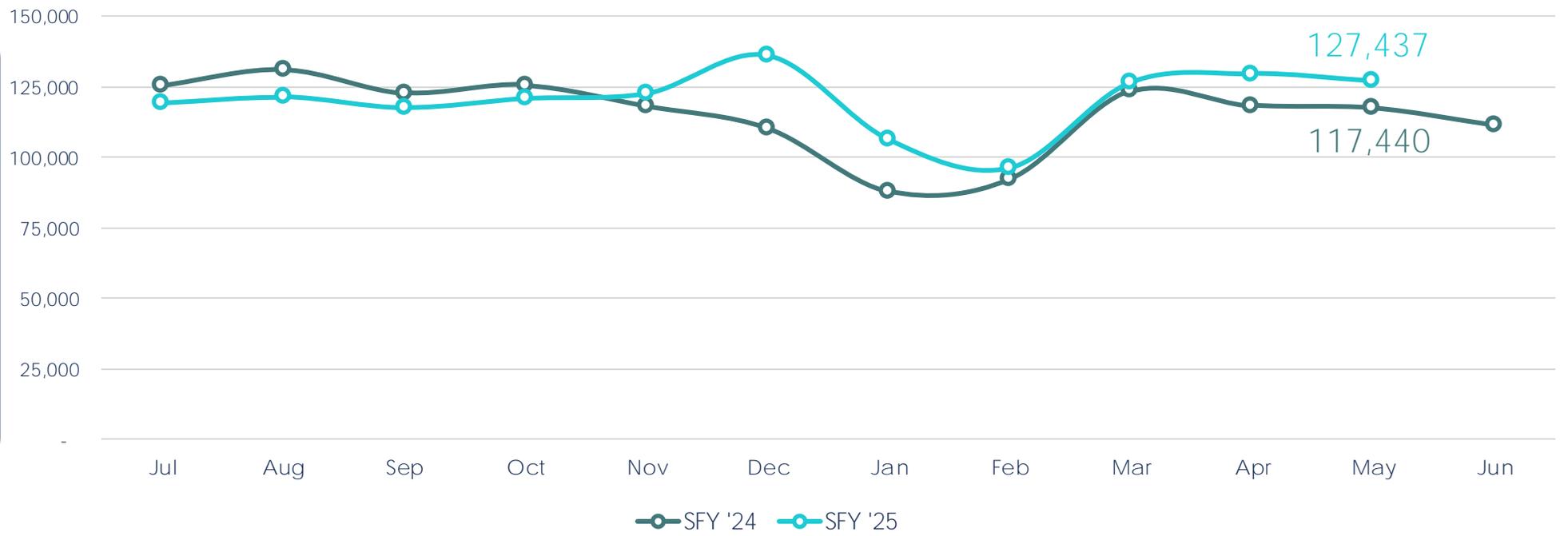
- Four State-Supported Amtrak Routes: 8 daily roundtrips
 - Roanoke: 2
 - Richmond: 1
 - Newport News: 2
 - Norfolk: 3
- Six Amtrak Long-Distance Roundtrips
- One NC State-Supported Roundtrip
- Two Virginia Railway Express (VRE) Commuter Routes: 16 daily roundtrips
 - Manassas: 8
 - Fredericksburg: 8

Virginia-Supported Amtrak Monthly Ridership and Station Activity

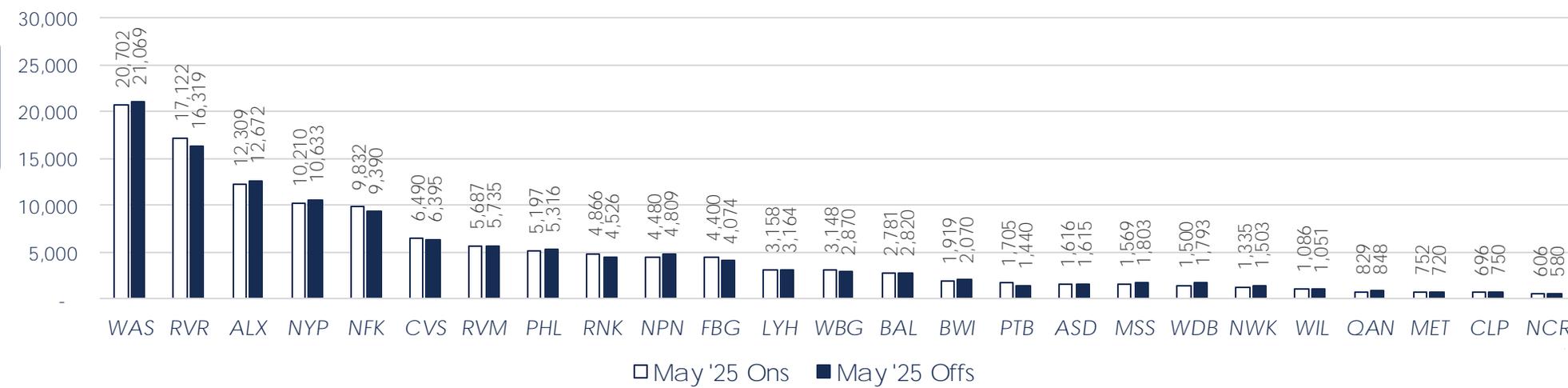
May 2025:
+8.5% ridership YoY

May 2025 was the fourth-highest ridership month since Virginia-supported service began in 2009 and had the highest May ridership on record.

State Fiscal Year Ridership To Date: +4.1%



Station Ons: The number of passengers who board
Station Offs: The number of passengers who alight

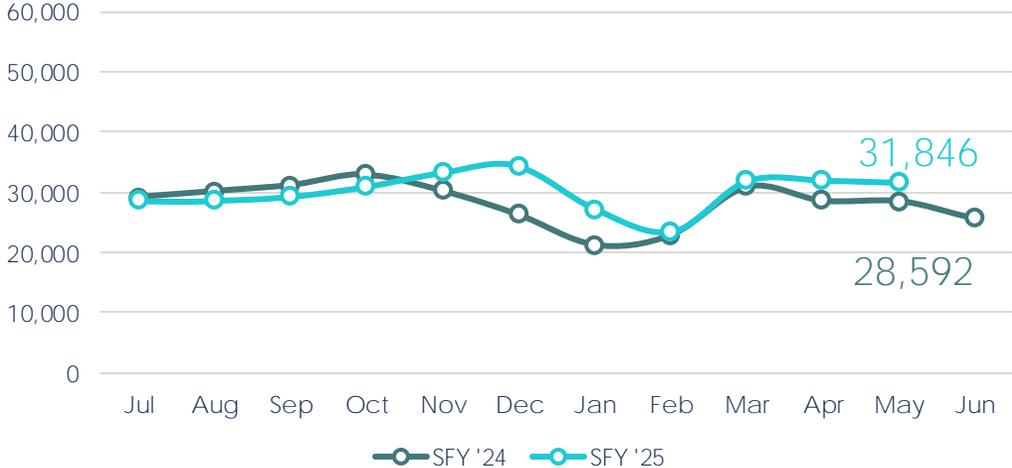


Virginia-Supported Monthly Ridership by Route SFY '25 vs. SFY '24

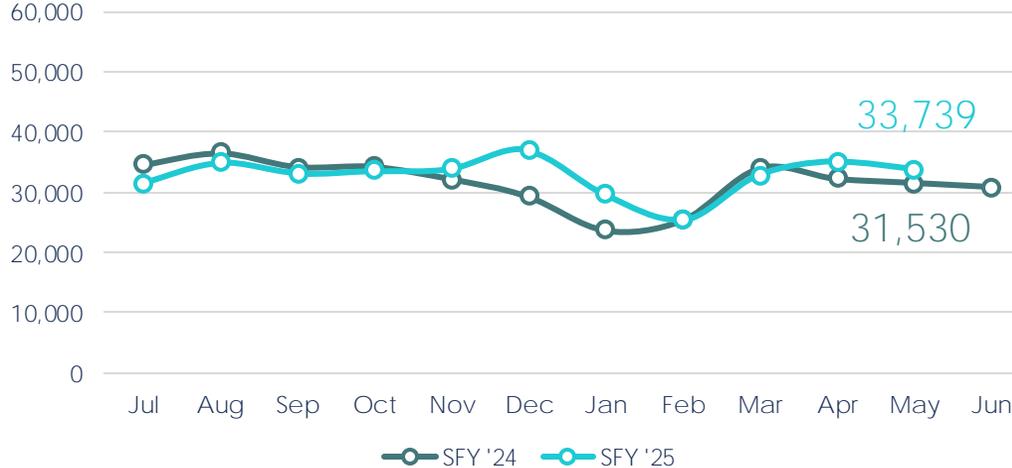
Eight trains cancelled due to WAS Terminal Interlocking work weekend of 5/17-5/18.

Friday – Sunday remain the most popular travel days.

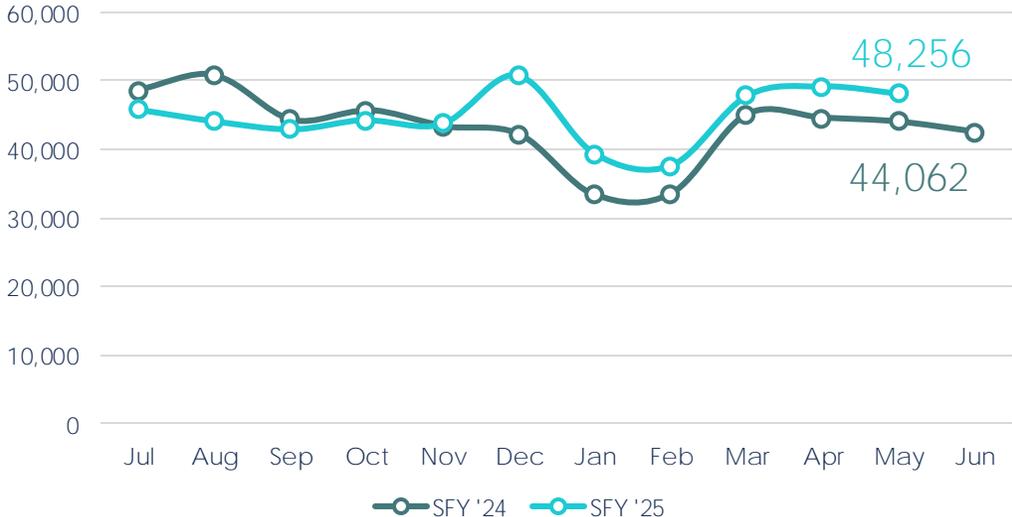
Route 46: Roanoke (+11.4%)



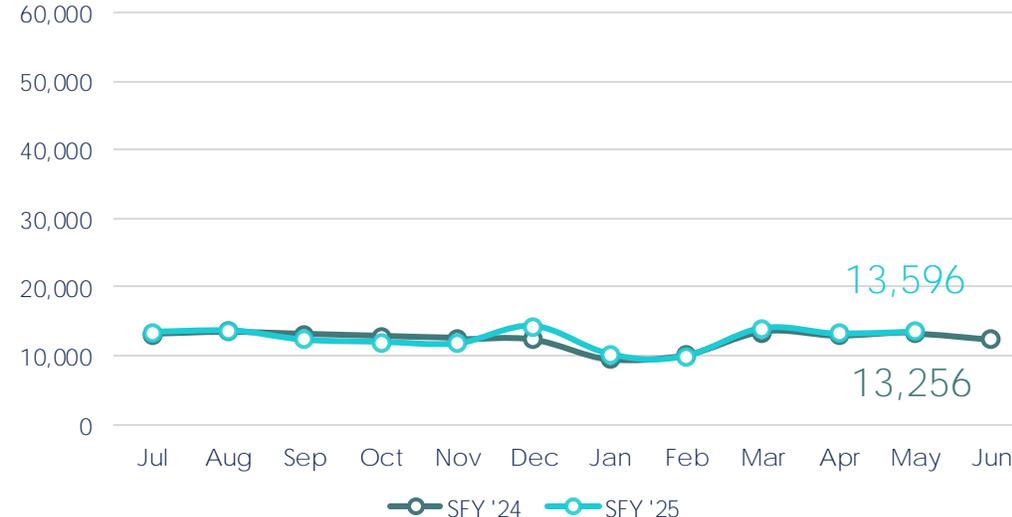
Route 47: Newport News (+7.0%)



Route 50: Norfolk (+9.5%)



Route 51: Richmond (+2.6%)



Growth of Amtrak Virginia Ridership

Calendar Year	Ridership
2024	1,389,840
2023	1,325,931
2022	1,021,452
2021 - Pandemic	567,911
2020 - Pandemic	315,954
2019	953,008

*Ridership has increased 46% from pre-pandemic (record) levels.





Thank you!



<https://vapassengerrailauthority.org/>

A dark blue rectangular graphic with white icons and text. At the top, three white speech bubble icons are connected by a white line, with the words "Like", "Share", and "Follow" written inside them. Below this, there are five rows of social media icons and handles:

- Facebook icon: @VAPassengerRail
- Instagram icon: @vapassengerrail
- X icon: @vapassengerrail
- LinkedIn icon: virginia-passenger-rail-authority
- YouTube icon: @virginiapassengerrailauthority



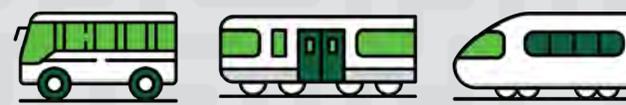
Advancing transit in Northern Virginia since 1964



July 2025

Executive Director Newsletter

 @NoVaTransit
NoVaTransit.org | NoVaRides.org





A Message From Kate Mattice

Each summer, we look forward to the adoption of our latest Commuter Choice Program of Projects. Since 2017, this groundbreaking program has invested toll revenues to fund high-quality projects designed to move more people more efficiently through Northern Virginia's two most traffic-congested highway corridors: I-395/95 and I-66.

We thank the Commonwealth Transportation Board for its recent approval of the I-395/95 Program of Projects, consisting of 15 projects worth \$39.5 million, as well as our partners at the Virginia Department of Transportation, Department of Rail and Public Transportation and the Potomac and Rappahannock Transportation Commission. We alternate corridors each year and this fall we will turn our attention to soliciting proposals for the I-66 corridor, with an eye toward adoption of its next two-year program in 2026.

As we advance new projects, it is worth pausing to reflect on eight years of progress made by the Commuter Choice program. Since 2017, we have provided \$212 million for 112 projects in both corridors that move thousands of people each and every day.

That means Northern Virginians have more local and commuter bus services, new local bus routes, rail station improvements, access to transit upgrades, new park-and-ride facilities and transportation demand management (TDM) projects that have resulted in millions of faster, more reliable and less expensive transit trips along both corridors.

You can read more about the successes of the Commuter Choice program on our [website](#), by following [@novatransit](#), or even better, visiting the transit systems that are benefiting from these investments. They are all linked on our trip-planning site at [novarides.org](#).

NVTC is honored to manage the Commuter Choice program, and we are proud of the measurable successes of the funded projects, which continue to improve commutes for everyone.


Executive Director



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- 10 DASH, Metro spread transit cheer in World Pride parade
- 11 Thank you and good luck, Xavier!



July 15-16

Commonwealth Transportation Board

July 17 (Special Date)

Commission Meeting - All Virtual

July 18

VRE Operations Board

August 26

Virginia Passenger Rail Authority

September 4

Commission Meeting

September 16-17

Commonwealth Transportation Board

NoVaTransit.org

NoVaRides.org

@NoVaTransit





Commonwealth Transportation Board approves I-395/95 Commuter Choice projects

The Commonwealth Transportation Board approved the I-395/95 FY 2026-2027 Commuter Choice [Program of Projects](#) on June 24, following earlier adoption by NVTC and the Potomac and Rappahannock Transportation Commission.

This Program of Projects includes 12 bus service enhancements for ART, DASH, Fairfax Connector, Metrobus and OmniRide; one new Metrobus route; the improvement of Virginia Railway Express' Leeland Road Station; and future implementation of bus rapid transit on Route 1 in Fairfax County.

Together, these projects are anticipated to move an estimated 3,800 people daily and result in over 53,000 hours of travel time savings.

See the I-395/95 Commuter Choice Approved Projects:



ART: 87



DASH: 35, 36



Fairfax Connector:
396, 321/322, 371



Fairfax County: Rt. 1 BRT



Metrobus: A25, A29



OmniRide: 5 routes



VRE: Leeland Station



Get the details at
[novatransit.org/
commuterchoice](https://novatransit.org/commuterchoice)



Commission makes Metro Board appointments

The Commission [appointed](#) a new principal and alternate director to the Metro Board of Directors at the June meeting. The moves are in keeping with longstanding policy to ensure that NVTC's appointments rotate among Northern Virginia's member jurisdictions.

Walter Alcorn of Fairfax County joins Paul Smedberg as a principal director. Mr. Alcorn has served as an alternate since 2020. Matt de Ferranti of Arlington County joins the Board as an alternate, joining Canek Aguirre of Alexandria, who has served as an alternate since 2020.

Later the same month, the Metro Board of Directors reelected Mr. Smedberg as vice-chair and honored outgoing Principal Director Matthew F. Letourneau of Loudoun County.



Matt Letourneau (third from left) and Don Drummer (fourth from left) with Metro Board members and General Manager/CEO Randy Clarke.

Mr. Letourneau joined the Board as an alternate in 2019 and represented NVTC jurisdictions as a principal director starting in 2020. He also chaired the Finance and Capital Committee. He remains NVTC's Secretary-Treasurer and a member of NVTC's WMATA and Legislative and Policy Committees.

"Matt has served this board with dedication, insight and an unwavering commitment to the region's transit system," said Principal Director Sarah Kline during the meeting.



Walter Alcorn, Matt de Ferranti, Canek Aguirre, Matt Letourneau, Paul Smedberg



Virginia General Assembly joint subcommittee hears update on DMVMoves, evaluation of revenue sources

The SJ 28 Northern Virginia Growing Needs of Public Transit Joint Subcommittee, which is working to establish dedicated funding for NoVa transit, met [June 23](#) at NVTC's offices.

NVTC Commissioner and Metro Board Vice-Chair Paul Smedberg and Nick Donahue of Capitol Transportation Consulting provided an [update on DMVMoves](#), a regional task force that is developing a unified regional vision for transit and focusing on refining Metro's funding

needs. NVTC Director of Programs and Policy Andrew D'huyvetter, who serves as the chair of the SJ 28 Technical Working Group, and Nathan Macek of HDR presented an [evaluation of revenue sources](#) that the General Assembly subcommittee directed to review.



Moving our region forward, together.



Paul Smedberg, Kate Mattice, Tiffany Robinson



Adam Ebbin, Mark Sickles, Adele McClure, Walter Alcorn



NVTC Commissioners join future of public transit panel

Commissioners Walter Alcorn and Canek Aguirre joined a June 25 "Future of Public Transit in the DC region" panel discussion hosted by the Northern Virginia Transportation Alliance. They discussed Metro, fare-free bus service and current efforts to plan for dedicated funding for transit in our region, including DMVMoves and SJ 28, the General Assembly's Northern Virginia Growing Needs of Public Transit Joint Subcommittee.

Maryland Delegate Marc Korman and Nick Donohue, former Virginia Deputy Secretary of Transportation, rounded out the panel.



Canek Aguirre, Marc Korman, Walter Alcorn, Nick Donohue

NVTC attends Tysons Community Alliance open house

Executive Director Kate Mattice and NVTC staff attended the Tysons Community Alliance's (TCA) Annual Meeting and Open House on June 25.

During the event, TCA CEO, and former NVTC Commissioner, Katie Cristol shared highlights from the group's annual report, including recent achievements in economic development and mobility enhancement in Tysons. Commissioners Dalia Palchik and Walter Alcorn and Fairfax County Chair Jeff McKay also addressed the group.



Sarah Godfrey, Kate Mattice, Vikram Sinha





Metro's Better Bus Network debuts

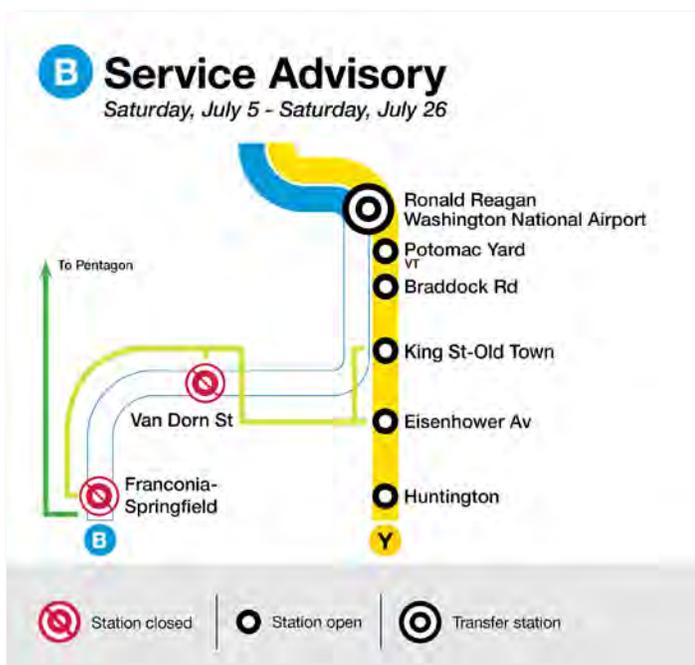
Big changes came to Metrobus on June 29. The agency rolled out its Better Bus Network, the first redesign of the system in 50 years. Every route changed. That means new route names, as well as schedule and stop adjustments.

Route names became a bit more intuitive. "A" routes will serve Arlington and Alexandria, while "F" routes will serve Fairfax City and County, as well as Falls Church. Metro's [trip planner](#) can help you find your new route, and a [new map](#) shows all routes in the Commonwealth.

Better Bus launched one week after [new service enhancements](#) on Metrorail took effect.



Blue Line stations close for July construction



Metro's Van Dorn St. and Franconia-Springfield Stations closed Saturday, July 5, for reconstruction work expected to last through Saturday, July 26. During that same time, the Blue Line terminates at Ronald Reagan Washington National Airport Station, while stations on the southern end of the Yellow Line remain open.

Metro is providing local and express [shuttle bus service](#) during the shutdown, as well as free parking at Franconia-Springfield and Van Dorn. Virginia Railway Express' Franconia-Springfield Station will remain open during Metro construction. Signs direct riders to the free shuttle buses, but note that VRE riders will not be able to access Metro fare machines.

Transit tour features multimodal trip around Northern Virginia

Senior Program Manager Xavier Harmony led staff on his annual tour of public transit in Northern Virginia June 11. Xavier and members of our team rode Metrorail, the Metroway bus rapid transit system, ART and DASH and visited Virginia Railway Express' Crystal City Station.



Staff attends Eno Transportation training

NVTC's Deputy Director of Programs and Policy, Ann McGrane, recently attended the Eno Center for Transportation's [Transportation Mid-Manager \(TMM\) Program](#) in Cleveland in June.

The Eno TMM program is a training program for mid-level managers working in transit, federal and public and private sectors.

Ann joined attendees from transit agencies and organizations across the country to network with peers and develop and grow leadership and management skills.



DASH, Metro spread transit cheer in World Pride Parade

Executive Director Kate Mattice joined DASH's contingent in the World Pride Parade in Washington June 7. The group included Commissioner Canek Aguirre and DASH GM/CEO Josh Baker. Parade viewers also got a look at Metro's Pride-themed bus.



Thank you and good luck, Xavier!

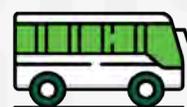
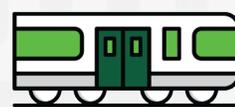
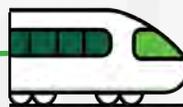
NVTC said goodbye to Dr. Xavier Harmony, our senior program manager for transit data and analysis, at the beginning of July. Since starting at NVTC in March 2022, Xavier has influenced how we communicate data about transit in Northern Virginia. He led the project to create NVTC's [NoVaTransit Data Dashboard](#), an interactive dashboard that provides the public with easy access to information about our transit systems, their ridership and other key statistics.

He also managed a number of studies that demonstrated the importance of transit to Northern Virginia, including the [Climate Benefits of Transit in Northern Virginia](#) report, the [Northern Virginia Regional Bus Transit Analysis](#) report and the [Integrating Transit, Bicycling and Micromobility in Northern Virginia](#) report.

We wish Xavier the very best as he returns home to Australia with his family.



Take care!





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NoVaTransit.org
NoVaRides.org



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