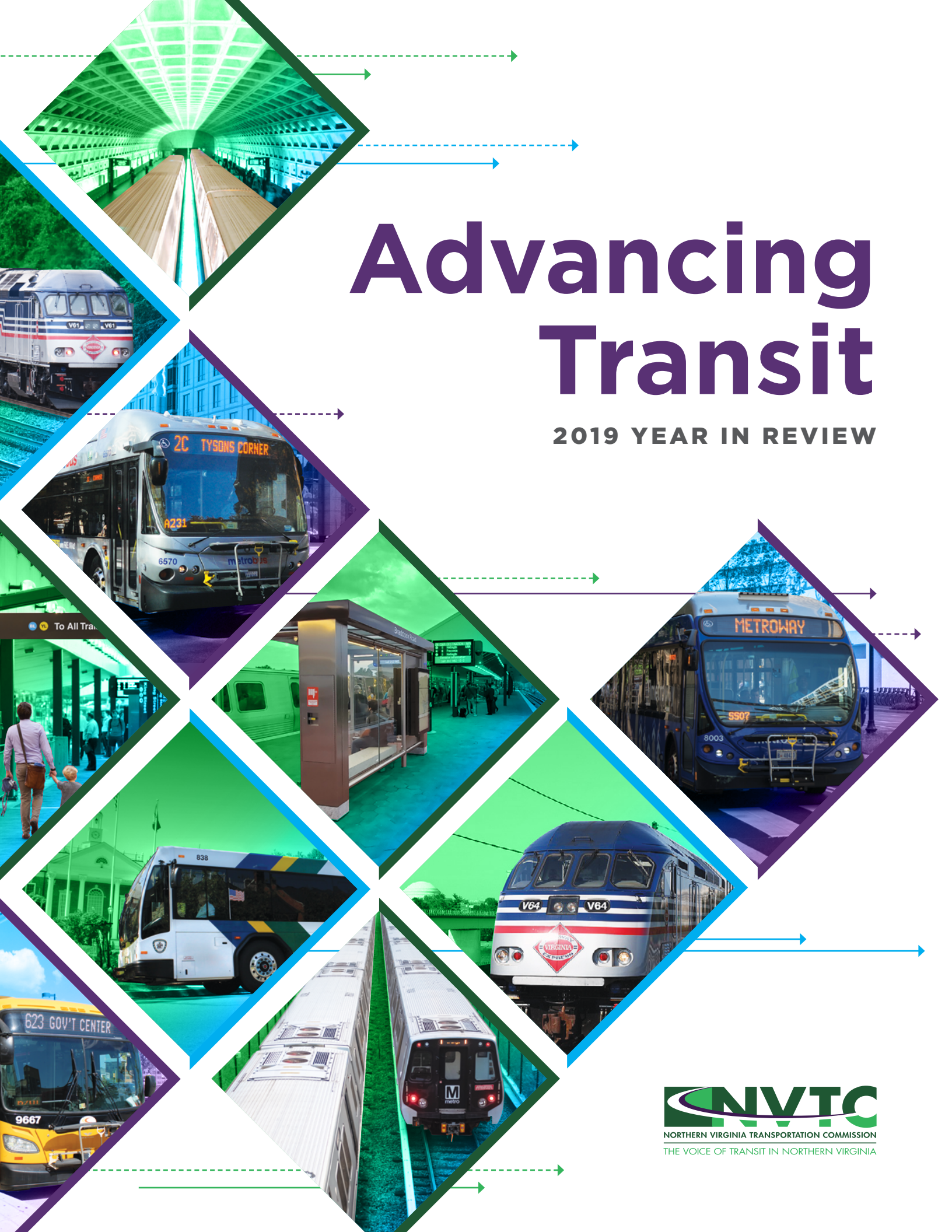


Advancing Transit

2019 YEAR IN REVIEW



**In December we said
thank you to three
Commissioners who
helped shape the
direction of NVTC
for decades.**



SHARON BULOVA

joined the Commission in 1988 and helped lead the creation of VRE and the extension of Metrorail to Tysons and Dulles International Airport.



CATHERINE HUDGINS

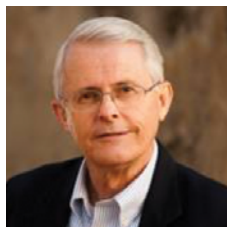
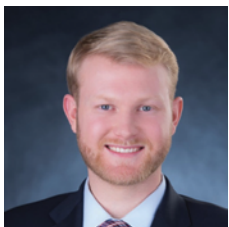
served 15 years on the Commission and represented Virginia on the WMATA Board of Directors for a decade, chairing the Board in 2011 and 2012.



JOHN COOK

joined the Commission in 2010. His contributions included chairing the VRE Operations Board and helping the VRE achieve remarkable growth.

NVTC also honored Ron Meyer, Richard Black, James LeMunyon, M. David Skiles and Raul “Danny” Vargas for their service on the Commission.



Overview

If you had to sum up the Northern Virginia Transportation Commission's year in one word, it would be "growth." Growth in the number of projects managed by NVTC. Growth in the amount of money distributed by NVTC. Growth in the number of people working behind the scenes to making it all happen and even growth in the office space occupied by NVTC.

This isn't growth for growth's sake. It's a recognition of the professionalism and expertise NVTC brings to the table. Through the innovative Commuter Choice program, we've awarded more than \$60 million to projects in the I-66 and I-395/95 corridors. Projects that encourage people to ride transit and reduce congestion on our already-crowded roadways.

We relish our role as a one of a kind institution for regional transit cooperation. That was evident in our work before, during and after the Platform Improvement Project that closed six Metrorail stations in Northern Virginia for the summer. From making sure that riders had alternate ways to get to work to encouraging people to take transit once the shutdown ended, NVTC worked to minimize the disruption for tens of thousands of people who needed to get to and from work.

Speaking of WMATA, we continued to strongly represent Virginia's interests on the WMATA Board of Directors through our appointments to the Board, including the chairmanship. Meanwhile, our WMATA Committee provided clear leadership on recommended priorities for the transit agency.

NVTC continues to be a hub for Northern Virginia jurisdictions and transit-providers. On any given day, our new conference room is full of people working on everything from the minute details of keeping fare payment systems up to date to planning new transit systems for a region that will continue to grow in population and jobs in the coming decades.

We said in this space last year that "the momentum continues to build." That was as right then as it is now and will continue to be true in the foreseeable future. We pledge to use that momentum to advance a robust and reliable public transportation network to support communities in Northern Virginia.



Matthew F. Letourneau,
Chairman



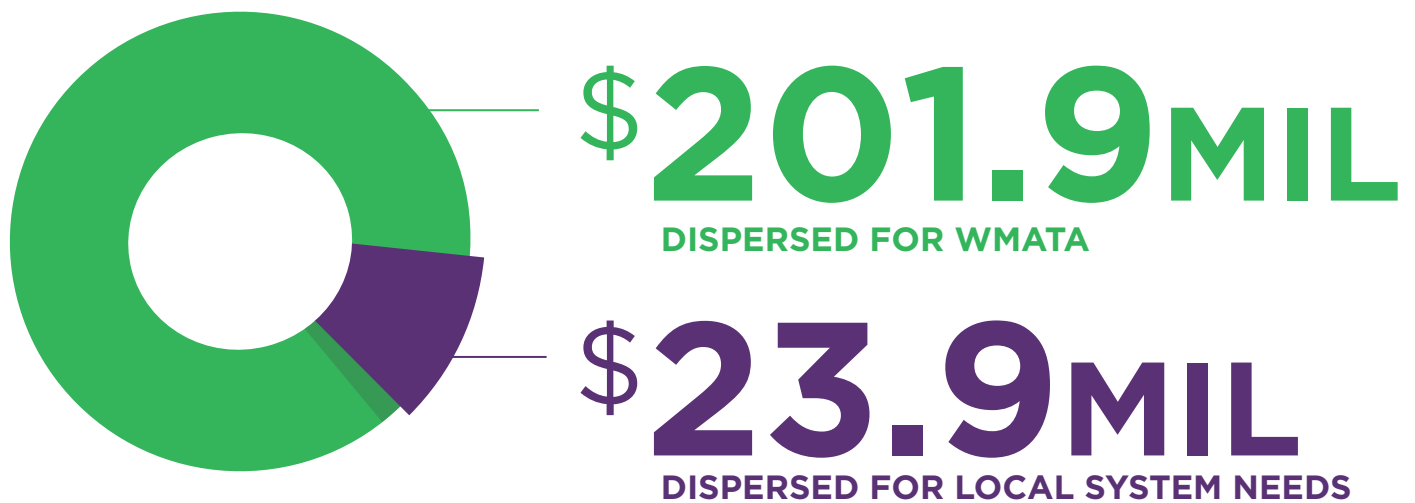
Kate Mattice,
Executive Director

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Financial Management

NVTC fiscal year 2019 financial and compliance reports again received clean audit opinions. The opinions covered the financial position and change in financial position of NVTC's activities, internal control over financial reporting and compliance with laws, contracts, regulations, grant agreements and other matters, and compliance with each major federal program. NVTC's financial structure includes a general fund, two special revenue funds – one for transit activities and another for I-66 toll revenue – and an enterprise fund for NVTC's share of ownership in Virginia Railway Express.



\$246.9MIL
SPECIAL REVENUE

During fiscal 2019, the transit special revenue fund allocated \$246.9 million in state and regional assistance to member jurisdictions.

\$15.4MIL
I-66 TOLL REVENUE

The special revenue fund for toll revenue received \$15.4 million in fiscal 2019 and disbursed \$2.5 million for regional projects.

\$170.6MIL
ENTERPRISE FUND

NVTC maintained an enterprise fund, recognizing NVTC's share of ownership of VRE, which equaled \$170.6 million as of June 30, 2019.



\$154.3
MILLION
STATE ASSISTANCE

State assistance for WMATA, through NVTC, came to \$154.3 million.

\$285MIL

RECIPIENT OR AGENT OF FUNDS

NVTC served as the recipient or agent of funds for more than \$285.6 million in fiscal 2019.

\$58MIL

State assistance for which NVTC applied on behalf of its member jurisdictions' transit systems, came to \$58 million.

\$34.4MIL

Revenues from the 2.1% regional gas tax, which NVTC received and disbursed to WMATA for operating and capital requirements, equaled \$34.4 million.

\$23.4MIL

TRANSIT ASSISTANCE

Department of Rail and Public Transportation transit assistance to VRE, for which NVTC served as recipient, totaled \$23.4 million.

\$17,000,000

FEDERAL GRANTS on behalf of two NVTC jurisdictions totaled \$17 million, of which \$1.9 million was received in fiscal 2019. NVTC served as recipient for the awards and ensured its jurisdictions' compliance with Federal Transit Administration requirements.



WMATA Policy and Governance



Second Annual Report to the Governor and General Assembly on WMATA

The Commission sent the 2019 Report on the Performance and Condition of WMATA to the Governor and General Assembly as part of NVTC's new responsibilities from the 2018 dedicated capital funding legislation. The report presents operational and financial data that is vital to measuring the performance of Metrorail and Metrobus and includes WMATA's expenditures from the WMATA Capital Fund (Virginia's dedicated capital funding for WMATA). The report also provides NVTC recommended strategies that, if implemented, have the potential to reduce the growth in WMATA's operating costs and improve operational efficiency. They include: maximize use of eight-car trains, improve weekend rail service, develop parking pass products, optimize parking facilities and expand and enhance fare pass products.

NVTC staff also provided status updates on previously recommended strategies and worked with our local jurisdictions and with the NVTC WMATA Committee to generate new recommendations for the 2019 report.

Oversight & Accountability

NVTC provided support to the Virginia Department of Rail and Public Transportation in ensuring that WMATA adhere to the requirements of the dedicated funding legislation, including the adoption of a strategic plan and the adoption of a budget that holds the annual growth in Virginia's operating subsidies to no more than 3%. As required by state code, NVTC also provided its first annual certification of receipt of key budget, audit, and performance data from WMATA.

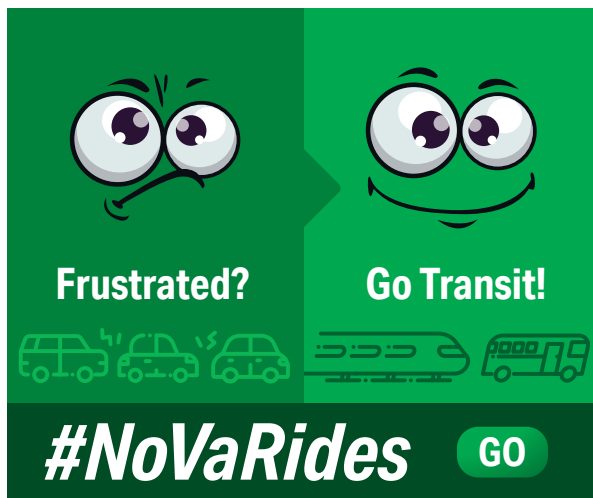
Policy Focus

NVTC continued its regional staffing structure that includes DRPT, NVTC, and jurisdictional staff. This process builds a Virginia consensus on WMATA-related issues, and provides staff support to Virginia's representatives on the WMATA Board of Directors. It also facilitates multi-jurisdictional representation on the WMATA Board. In addition to ensuring that all jurisdictions are represented by the NVTC Principal appointment to the WMATA Board, the policy focus for 2019 included WMATA's implementation of the 3% cap requirement, developing an approach and strategy to the Bus Transformation Project, and facilitating discussion of the proposed service changes to Metrobus in WMATA's proposed FY2021 budget.

NVTC WMATA Committee

With updates to NVTC's bylaws becoming effective in 2019, the WMATA Committee met with Cathy Hudgins as the Committee Chair. The Committee serves as a forum for key issues pertaining to WMATA and provides guidance to staff as they craft the Annual Report on the Performance and Condition of WMATA. The Committee recommended approval of comments on WMATA's FY2021 Proposed Budget and received updates requested from staff on fare policy for children, low-income fare products, and complementary paratransit services in Northern Virginia.

Post-Shutdown Marketing Campaign



The campaign branded "NoVaRides" launched in September, a week after WMATA resumed Metrorail service to six Northern Virginia stations that were closed for the summer. It consisted of radio ads on WTOP and WAMU, web banner advertisements on the websites of WTOP, WAMU and DCist, which is owned by WAMU. Facebook, Instagram and Twitter users saw ads targeted at social media audiences. Movie-goers saw a 15-second campaign video both in the lobby of the eight selected theatres and during the previews of their chosen movie.

That same video, along with a 30 second version, was served to YouTube viewers. The call-to-action for each element of the campaign encouraged people to learn more about transit in Northern Virginia by visiting a new landing page for the campaign at novarides.org.

The display advertisements alone garnered 3.5 million impressions while novarides.org received over 15,000 unique page views in a three-and-a-half-month period, with users spending an average of over five minutes on the site.

NVTC Commissioner Paul Smedberg elected WMATA Board Chair

In June, WMATA Commonwealth of Virginia Representative Paul Smedberg was elected chairman of the Board. Smedberg, who was appointed by the Governor of Virginia in 2018, has served on the Northern Virginia Transportation Commission since 2006 and was NVTC Chairman in 2014 and 2018. Smedberg also served on Alexandria City Council from 2003 to 2018. In 2016 he joined the WMATA board as an Alternate Director representing the City of Alexandria and became a Principal Director representing the Commonwealth of Virginia in January of this year. Smedberg has also served as chairman and a member of the Virginia Railway Express (VRE) Operations Board.



Potomac Yard Metro Station

The City of Alexandria held a ceremonial groundbreaking for the future Potomac Yard Metro station in December. Gov. Ralph Northam was on hand to mark the start of construction for the \$320 million dollar project. Paul Smedberg, chair of the WMATA Board and NVTC Commissioner also made remarks at the event. NVTC is managing \$20 million in federal money for the station.



WMATA Regional Response Coordination



Northern Virginia Transit Response Coordination

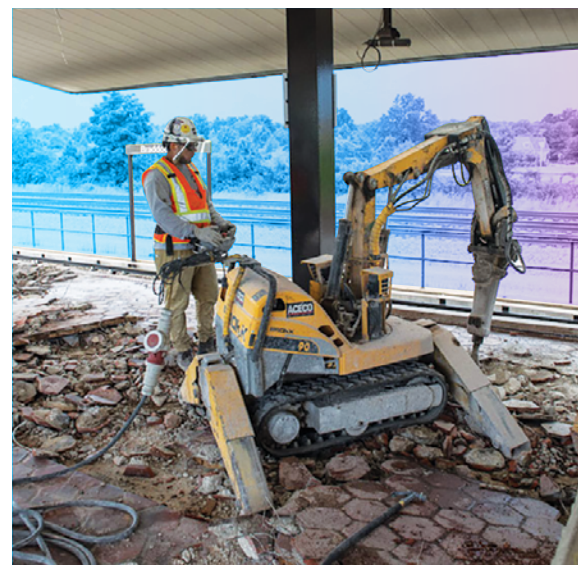
NVTC assisted WMATA with regional coordination efforts leading up to, and throughout the summertime shutdown of six Metrorail stations south of Reagan National Airport on the Blue and Yellow Lines. NVTC Program Analyst Matt Cheng conducted regular meetings, conference calls and coordinated with representatives from municipalities and agencies impacted by the monthlong closures. The coordination work was focused on ensuring commuters had a menu of available travel alternatives during the summer shutdown including shuttle buses, increased local bus service, and additional support for VRE and Amtrak.

In October, NVTC hosted a debrief meeting to review lessons learned during which staff evaluated critical steps and events in the planning and coordination timeline, starting in May 2018 through the reopening of the stations. In 2020, Vienna, Dunn Loring, West Falls Church and East Falls Church are scheduled to undergo similar platform reconstruction.

NVTC will continue to engage regional partners on coordination and planning for the Summer 2020 Orange Line platform work, and look to apply lessons learned from previous shutdowns to help improve mitigation services in the future.

“I want to thank Fairfax and Alexandria and NVTC and the Commonwealth of Virginia for everything they did to help us get through this.”

- Paul Wiedefeld, WMATA General Manager



Transit Technology



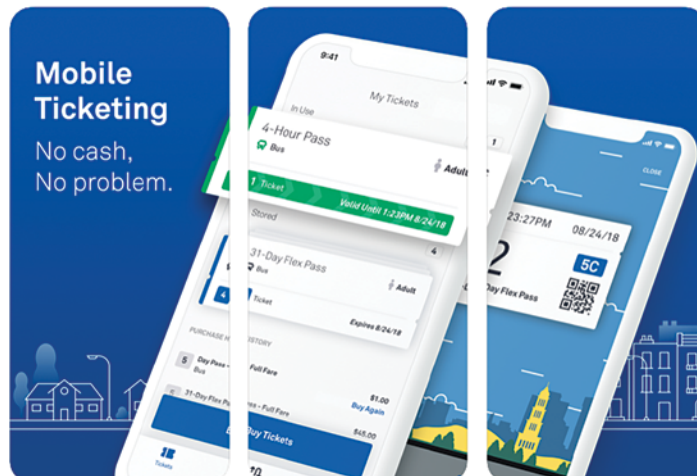
Regional Fare Collection Program

NVTC's Regional Fare Collection program continued to implement the strategic priorities established in the Regional Fare Collection Strategic Plan, which was developed by NVTC in collaboration with the local transit systems and approved by the Commission in June of 2018. The strategic plan lays out the need for improvements to the current aging fare collection system, assisting Northern Virginia partners with grant funding and mobile ticketing, as well as continued engagement with WMATA on SmarTrip, SmartBenefits, and technology improvements.

In 2019, NVTC continued working with partners and WMATA to upgrade the bus farebox Driver Control Unit hardware and software to ensure that aging fareboxes can continue collecting revenue. In addition, NVTC assisted partners with grant coordination for upgrades. Partners placed the first hardware orders in 2019. The upgrade software development and testing are expected to be completed in 2020, and NVTC will continue providing technical assistance for upgrades to garage computers and communications, as well as fare policy initiatives.

NVTC assisted DASH with Northern Virginia partners' first mobile ticketing app pilot, which began in June, by assisting with the funding application, procurement process, and design. The process maximized the opportunity for the pilot to provide valuable lessons on a regional solution for mobile ticketing. Furthermore, NVTC facilitated a quarterly information exchange for upcoming off-board fare collection and all-door boarding projects for the region.

NVTC provided input to WMATA's Fare Payment Systems Vision and Strategy project, which will establish long-term program goals and business objectives related to improving and modernizing fare payment and collection operations and technology. In addition, NVTC continues to track related WMATA initiatives such as its mobile app development to ensure the requirements of Northern Virginia transit systems are identified and addressed.



Transit Resource Center



Envision Route 7

ENVISION ROUTE 7

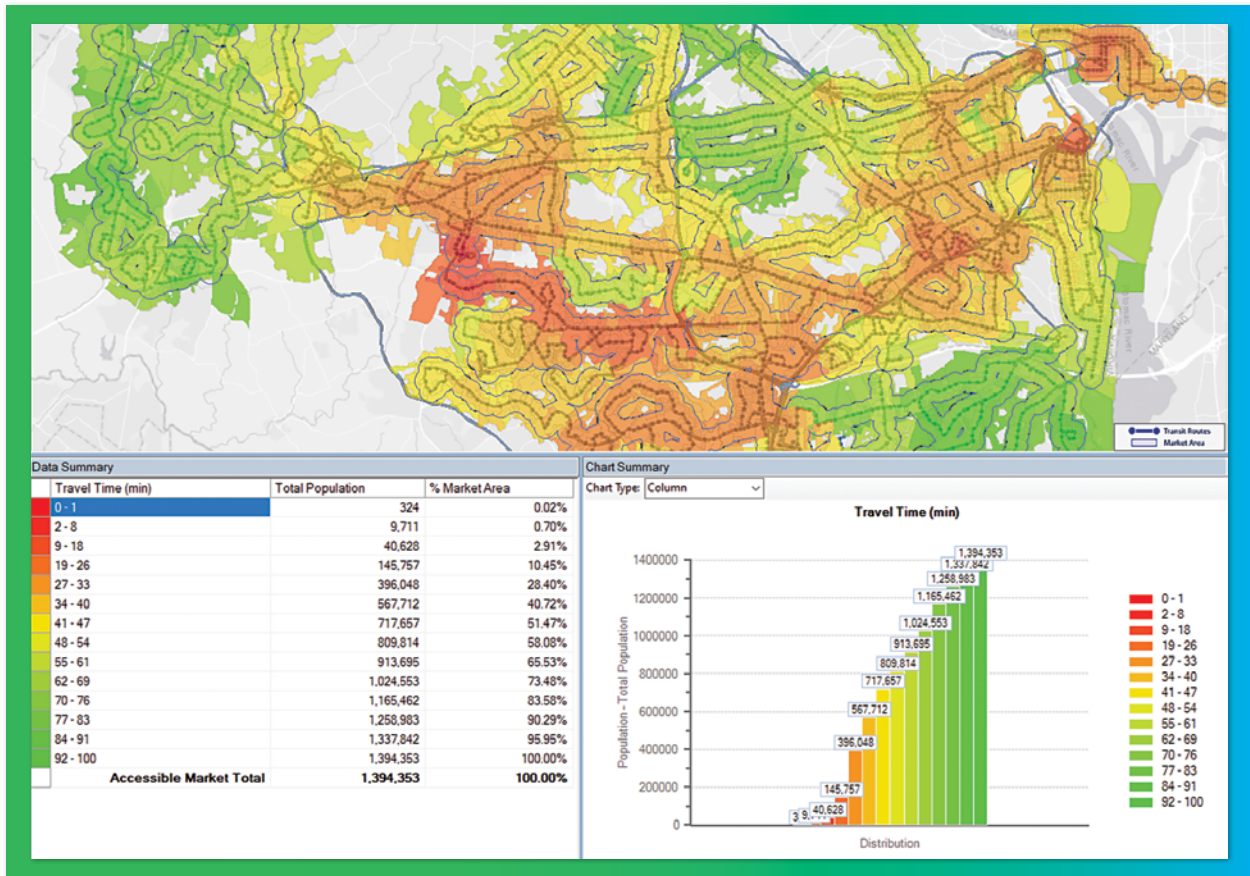
The Envision Route 7 Bus Rapid Transit (BRT) project is planned as a high performing BRT service that connects the Mark Center in Alexandria to Tysons through Bailey's Crossroads, Seven Corners, and Falls Church. The project is part of a network of BRT Services being planned, designed, and implemented to better link Northern Virginia that includes the Metroway BRT in the City of Alexandria and Arlington County, the West End Transitway in the City of Alexandria, and the Embark Richmond Highway BRT in Fairfax County. The Envision Route 7 project will serve the Route 7 corridor and will utilize the West End Transitway infrastructure from Route 7 to the Mark Center.

High performing transit in the Route 7 corridor has been in the planning phase for more than five years. Early phases of the Envision Route 7 project found the need for transit in the broad corridor from Alexandria to Tysons, identified BRT as the transit technology to serve the corridor and defined an alignment for the service to travel along. Detailed analysis was undertaken in these early efforts to identify potential transit ridership, suggest the location for BRT operations within the roadway, also known as runningway, and select general station locations.

The goal of the Envision Route 7 BRT Phase IV-1 Mobility Analysis Study is to evaluate and determine the mobility benefits and impacts resulting from the proposed BRT from Tysons to Seven Corners. Future analysis (Phase IV-2, timeframe to be determined) will examine the segment from Seven Corners to the Mark Center.

Phase IV-1 analysis will require the development of a traffic micro-simulation model using Vissim software and will build off ongoing efforts by the Fairfax County Department of Transportation (FCDOT). This effort will require the development and calibration of the micro-simulation software as well as validation of the entire modeled corridor including the Tysons segment.





NVTC's Transit Planning Tool

NVTC continued its technical assistance to jurisdictions under the Transit Resource Center, including expanded ridership modeling and forecasting analyses with its Transit Boardings Estimation and Simulation Tool (TBEST). NVTC has been in the development of its TBEST modeling program over several years, during which NVTC staff have built an in-house database of socioeconomic, land use and transit network data used to estimate ridership and accessibility down to the bus stop and parcel level.

In 2019 NVTC used TBEST with the City of Alexandria and Fairfax County to analyze the impacts of major bus network redesigns. For Alexandria's Transit Vision Plan, NVTC produced ridership estimates for DASH's 2030 preferred network alternative, helping planners evaluate the impacts of major route restructuring. Staff also assisted Fairfax County in analyzing its Connector Bus service in the Franconia-Springfield and Silver Line Phase II areas providing ridership, accessibility and network connectivity data. In 2020 and beyond NVTC is planning to continue the development and utilization of TBEST in other program areas such as Commuter Choice and other regional transit initiatives, as well as participating on several technical panels on the implementation of the NVTC TBEST model.

Regional Transit Performance Report

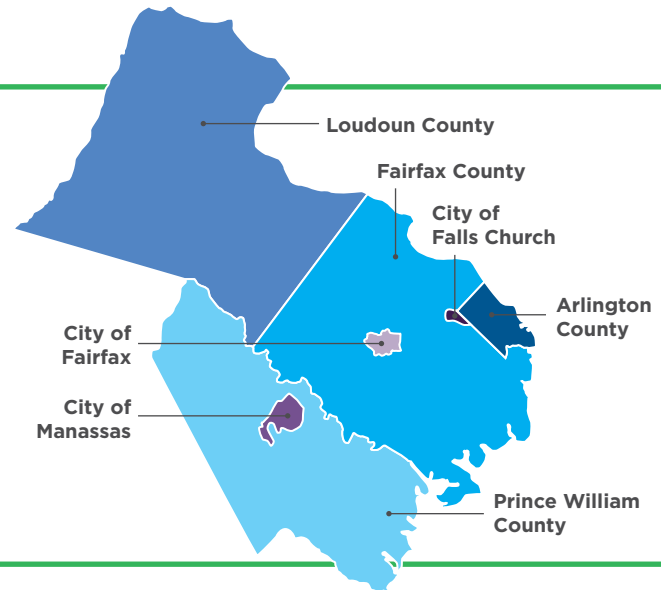
NVTC's FY2019 Annual Transit Performance Report is a reframed effort that provides an overview of the transit service in Northern Virginia focused on average daily ridership, the best way to understand how transit is consumed in the Northern Virginia. The report is now produced shortly after the end of the fiscal year and reflects the quarterly ridership data collected and reported on by NVTC during the previous fiscal year. Transit moves over a quarter million people on an average day in Northern Virginia. Virginia Railway Express continues to experience strong ridership and train utilization. The service carries close to 10% of the transit riders in Northern Virginia.

Commuter Choice



We've supported and funded
46 PROJECTS FOR
OVER \$60MIL

including the following
municipalities, agencies, and
organizations across the region



Commuter Choice, the trailblazing competitive funding program that invests toll revenues in public transit and other multimodal projects along two expressway corridors in Northern Virginia, has continued to grow and expand in 2019. Since its start in 2017, the Commuter Choice program has awarded a total of over \$60 million to local jurisdictions along the I-66 Inside the Beltway corridor and, more recently, the I-395/95 corridor. Collectively, the projects move an additional 9,000 people in Northern Virginia each day. This unique program is a partnership between NVTC and the Commonwealth of Virginia that evaluates the performance of every grant proposed project through the lens of benefits to toll road users and ability to support broader mobility goals. Commuter Choice grants, including projects that add express bus services and increase connectivity to existing transit, among others, efficiently move more people and help Northern Virginians get to the places that they want to go.

Collectively the Commuter Choice program has funded 12 new express bus routes and increased bus service on another 12 existing routes. The remaining awarded projects improve access to transit and support roadway operations and transportation demand management programs. Three highly successful bus routes that were initially funded during the first round of the Commuter Choice program on the I-66 corridor were awarded continued grant funding. Commuter Choice projects also connect 30 unique activity centers across Northern Virginia and the District of Columbia and have reduced close to 1 million annual hours of travel delay for commuters since 2017. NVTC monitors the performance and effectiveness of projects and continues to report on the program and corridor performance to the Commonwealth Transportation Board.

Commuter Choice on the I-66 corridor

During 2019, NVTC awarded funds to local jurisdictions and transit agencies, including Arlington County, Fairfax County, Loudoun County, Prince William County and OmniRide, for 13 projects totaling over \$19 million. Nearly 90% of the funding supports new bus and enhanced bus service that will collectively move an additional 3,000 people through the I-66 Inside the Beltway corridor each day. The remaining grant funds support transit incentives, alternate ways to travel, such as carpool and vanpool and the program's administration.

Commuter Choice on the I-395/95 corridor

NVTC also launched the expanded Commuter Choice to the I-395/95 corridor in 2019. The program expansion on this corridor is the result of a 68-year Memorandum of Agreement between the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia. When the new 395 Express Lanes opened in November 2019, eight of the 10 awarded projects were already in service and efficiently moving commuters on the new lanes. Largely due to a scoring priority for toll day readiness, 93 percent of the first round of funding supported new and enhanced bus services, including bus purchases and other capital improvements. The remaining grant funding supported transit incentives, encouraged alternate transportation modes like carpooling and supported NVTC's program administration.

“The Commuter Choice program illustrates the Commonwealth’s commitment to creating safe, reliable travel choices across Virginia’s transportation system. Multimodal investments along this corridor support the Commonwealth’s economic competitiveness and create a more seamless network for people to access jobs, education, healthcare and opportunity.”

- Shannon Valentine,
Virginia Secretary of Transportation



Virginia Railway Express



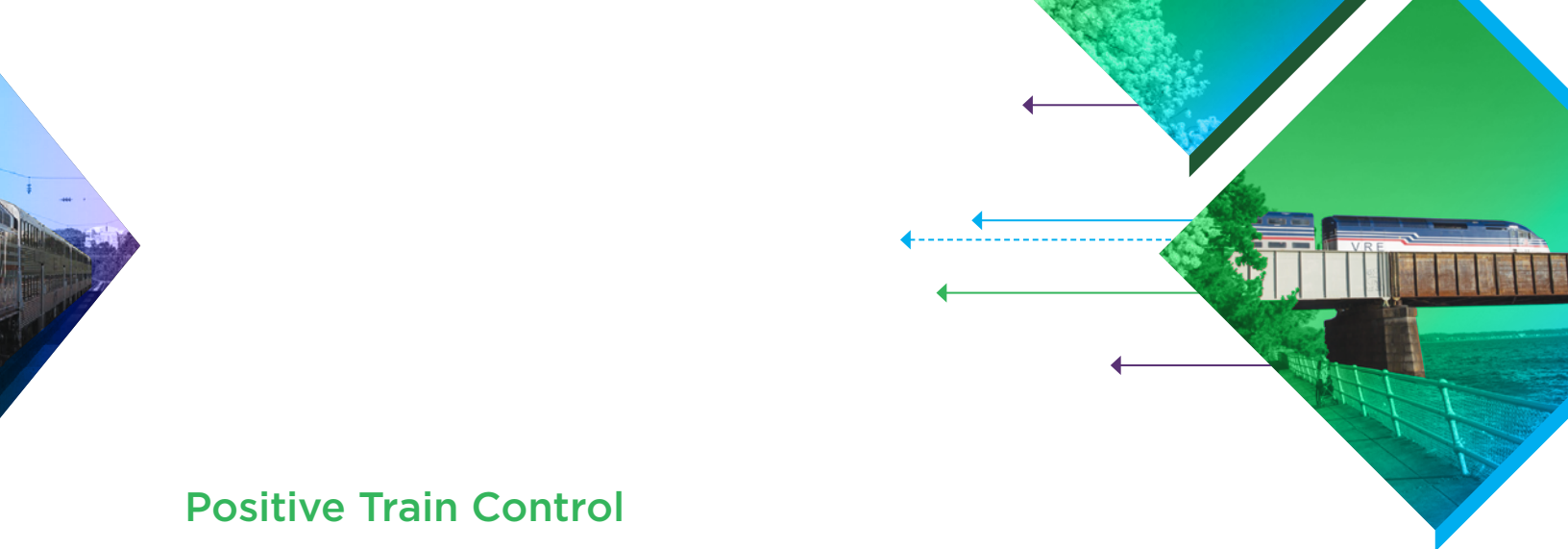
As a co-owner of the Commonwealth's only commuter rail system, NVTC provides governance and oversight of the Virginia Railway Express directly and through its appointments to VRE's Operations Board.

Transformational Agreement



A landmark agreement between the Commonwealth of Virginia and CSX Transportation will allow VRE to significantly expand service and improve reliability on its Fredericksburg Line over the next decade. Infrastructure improvements and property acquisition by the commonwealth will result in a dedicated passenger rail corridor between Franconia, Virginia and the District of Columbia. In addition to a second rail bridge, proposed infrastructure improvements include a fourth track between Crystal City and Alexandria, a third track between Franconia and Lorton, a Franconia-to-Springfield bypass for passenger trains, and six sidings to allow trains to pass. The improvements are estimated to cost \$3.7 billion.





Positive Train Control

In 2019, positive train control (PTC) became operational on all VRE trains. The safety milestone was achieved April 11, 2019 when each of VRE's 32 inbound and outbound trains on the Fredericksburg and Manassas lines ran under PTC operation. PTC is designed to automatically control train speeds and movements should an engineer not take suitable action for a given situation. PTC implementation is expected to cost VRE \$15 million.



Upgraded Ticket Vending Machines

VRE staff rolled out the first upgraded ticket vending machine (TVM) in September at Union Station and upgrades were completed system-wide by the end of the year. While the stainless-steel cabinet remains the same, all major components have been replaced. The new touch screen uses the same technology as a smartphone. This should eliminate issues that the optical sensor screens occasionally experienced, such as not reacting when touched. The new pin pad and credit card reader, which rely on chip technology, provide greater security. A contactless payment pad will eventually allow riders to pay by cell phone.

Annual Master Agreement Survey

NVTC staff joined their colleagues from OmniRide/PRTC and VRE to administer the railroad's Master Agreement Survey on October 3. NVTC uses residency data from the annual survey to help VRE determine subsidies from Arlington, Fairfax, Prince William, Stafford and Spotsylvania counties and the cities of Alexandria, Fredericksburg, Manassas and Manassas Park. The survey is conducted on both the Fredericksburg and Manassas lines. Staff from the three organizations served as onboard survey collectors on 14 morning inbound VRE and four Amtrak trains. NVTC staff assist on GIS analysis and validation of the Master Agreement Survey.



Operations & Commission Support



Staff Support

NVTC staff grew by leaps and bounds this year, welcoming six new people. They include Program Analyst Dinah Girma, Program Analyst Zach Smith, Grants Manager Brittany Sumpter, Commuter Choice Senior Program Manager Ben Owen, Communications and Outreach Manager Matt Friedman and Administrative Assistant Tenley O'Hara.

New Office Space

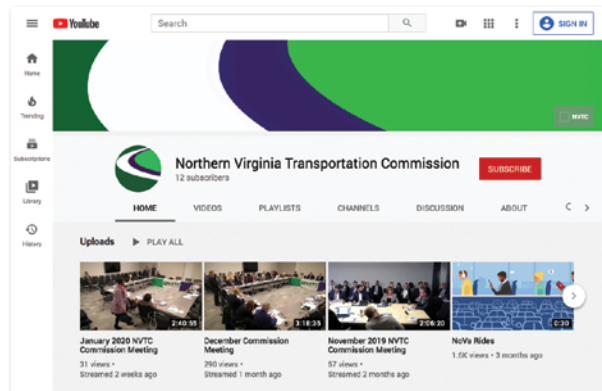


The growing NVTC staff needed more space and moved into a larger office suite in March. NVTC remains in the Navy League Building in the Court House neighborhood of Arlington, but can now be found on the second floor. The new space features a large conference room that hosted two Commission meetings in 2019, as well as multiple NVTC committee meetings and jurisdictional meetings. The first floor conference room also received upgrades and hosts most regularly-scheduled Commission meetings.

Meeting Livestreams

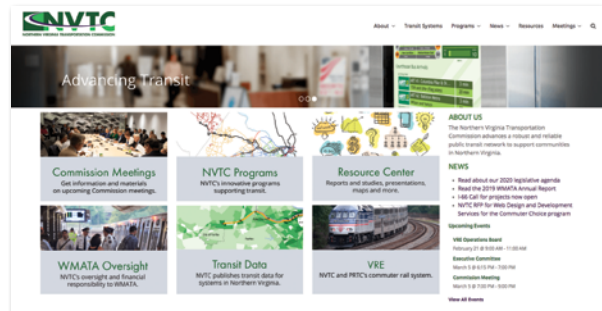
NVTC began livestreaming Commission meetings in December 2018 and continued providing live video of meetings throughout 2019. Full meetings are available on YouTube, live as they happen, and are available for playback once the livestream has ended.

Providing the video helps expand transparency of Commission meetings. Local reporters have also used the livestreams to write news stories based on discussions and actions taken at the meetings.



Website Overhaul

The new novatransit.org went live in December, following several months of behind the scenes work. IT and Web Services Manager Melissa Walker built the new website, in close consultation with Kate Mattice and other key staff members. We wanted to give the site a more modern look and make it more user-friendly. The refresh better organizes information about the growing number of programs managed by NVTC. It also enhances readability and site navigation.



Partnerships



Virginia Transit Association

When the General Assembly in 2018 mandated that state transit capital and operating funding be prioritized, the Department of Rail and Public Transportation (DRPT) turned to the Transit Service Delivery Advisory Committee (TSDAC), on which NVTC has a seat, for assistance. As VTA's representative on TSDAC, NVTC Executive Director Kate Mattice worked to ensure the equity of the legislative mandates prioritization formulas for capital and operating assistance. After approval of the new capital funding approach in 2018, the Commonwealth Transportation Board (CTB) approved the new formula allocation approach for operating assistance at its March 2019 meeting. The adopted formula, which was immediately implemented for the FY 2020 funding cycle, did have some impact to transit agencies serving the NVTC region. However, DRPT updated its policy guidance to decrease the impact on longer-haul commuter bus services and the General Assembly passed HB2334 (2019) to provide up to \$3 million total to transit agencies negatively affected by changes to the allocation formula.

Transportation Planning Board

NVTC staff actively participate in TPB activities including the Regional Public Transit Subcommittee (RPTS) where we have presented on Envision Route 7 and Transit Signal Priority Treatments during the past year. NVTC staff regularly attend the TPB Technical Committee on a monthly basis. Other committee activities include attending the Travel Forecasting Subcommittee. NVTC staff also helped with the selection of the consultant team for the new Generation 3 Travel Demand Forecast Model being developed by TPB staff. This model will be used to forecast and analyze travel patterns in the metropolitan region as well as for air quality conformity analysis.

Regional Public Information Officers

NVTC communications staff Matt Friedman and Jae Watkins participated in meetings of the Regional Joint Public Information Officers group. Discussion topics included communications strategies around transportation and transit events and best practices for government and public agency use of social media accounts.

Other attendees include PIOs of local jurisdictions and agencies and providers such as VDOT, VRE and PRTC/ OmniRide. The Northern Virginia Transportation Authority hosts the quarterly gatherings.



Washington Area Bus Transformation Project

In the fall, The Washington Area Bus Transformation Project released its Strategy and Action Plan outlining four goals: 1) Frequent and convenient bus service 2) bus priority on roadways 3) customer experience and 4) task force to implement the study. Previously, representatives of the project management team came before Commission to outline the goals of the study and answer questions. Commissioners expressed a desire for local jurisdictions to maintain control of their bus systems and drafted a letter supporting many of the recommendations while maintaining service levels and controlling costs. The BTP team will seek endorsement of its recommendations from the Commission in early 2020.



Blue/Orange/Silver Lines Study

WMATA released concept designs designed to mitigate Metrorail congestion in the Rosslyn tunnel. The concepts are part of the ongoing Blue/Orange/Silver Capacity and Reliability study. In December, WMATA held public meetings, including one each in Arlington and Tysons. The agency expects select the preferred alternative by fall of 2020. Kate Mattice serves on the advisory committee while WMATA Program Manager Andrew D’huyvetter serves on the technical committee.

R3MP

NVTC Program Analyst Dinah Girma, Transit Planning and Programs Manager Dan Goldfarb and Transit Program Manager Patricia Happ, along with various other regional stakeholders, are participating in the Regional Multimodal Mobility Program (RM3P).

RM3P is an innovation technology funded program, implemented through ITTF federal funding source that will address mobility and congestion problems throughout the region.

Through a holistic and collaborative approach to data sharing across regional stakeholders, RM3P will allow for more optimized transportation system performance, improve travel time reliability and support on-demand multimodal trip options for regional providers through AI-Based DSS, Dynamic Incentivization and a Mobility Dashboard. Deliverables and completion of the program is expected in Fall 2022.

NVTC in the Community



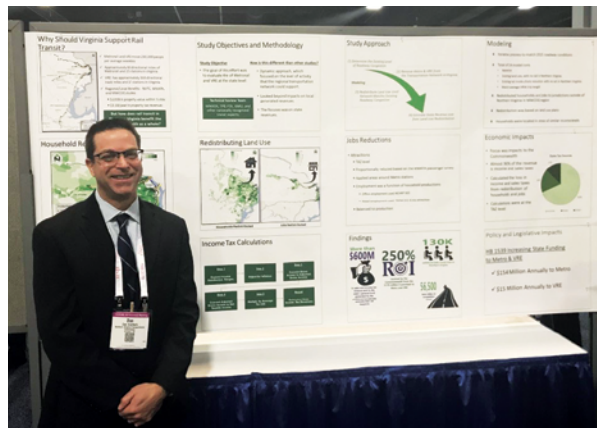
Annual Joint Legislative & Policy Briefing



We joined with PRTC to hold our annual Legislative Briefing in Springfield. The event helps inform newly-elected General Assembly members and county and local officials about important transit and transportation issues and needs in Virginia.

Secretary of Transportation Shannon Valentine talked about shrinking fuel tax revenues and how that makes funding projects more difficult. Fairfax County Supervisor Jeff McKay opened the event and welcomed people to his district. PRTC Executive Director Robert Schneider, WMATA Vice President of Government Relations Regina Sullivan and VRE Acting CEO Rich Dalton joined Kate Mattice on a panel to discuss the roles of our organizations and answer questions from attendees.

NVTC Presents at Transportation Research Board Annual Meeting



NVTC Executive Director Kate Mattice and Transit Planning and Programs Manager Dan Goldfarb presented at the prestigious Transportation Research Board's Annual Meeting in January.

Mattice shared NVTC's approach to the financial and agreement elements of the successful I-66 and I-95/I-395 Commuter Choice program during a session on the cross-subsidization of transportation assets. Goldfarb presented findings of NVTC's fall 2017 study on the Value of Rail to the Commonwealth at a poster session. The poster detailed the cutting-edge study, which showed that Metrorail and VRE generate over \$600 million annually in state sales and income tax revenues.

Transportation Camp



NVTC Program Analyst Matt Cheng and Transit Fellow Joey de St. Aubin attended Mobility Lab's Transportation Camp in January at The Catholic University of America. They participated in sessions focusing on specific modes of travel as well as those exploring transit data, planning, equity and policy. Transportation Camp, a self-described "unconference," features attendee-led sessions and discussion with no pre-determined agenda. The camp occurs in the Washington, D.C. region every year on the Saturday before the Transportation Research Board's Annual Meeting and draws attendees from around the world.

ATP Annual Breakfast



NVTC staff joined Arlington's Board Chair Christian Dorsey and Deputy Director of Transportation Dennis Leach for a breakfast celebrating Arlington Transportation Partners' champions in January. The breakfast recognized businesses, multi-family residential communities, commercial properties, hotels and schools that provide mobility options for their constituents. Launched in 2013, the Champions program has grown from 31 to 243 businesses and properties. Champion organizations choose from a host of transportation demand management strategies—among them telework, carpool/vanpool, SmartBenefits, bike share, and guaranteed ride home—to reduce single occupancy vehicle commutes.

Regional Discussion with Amazon



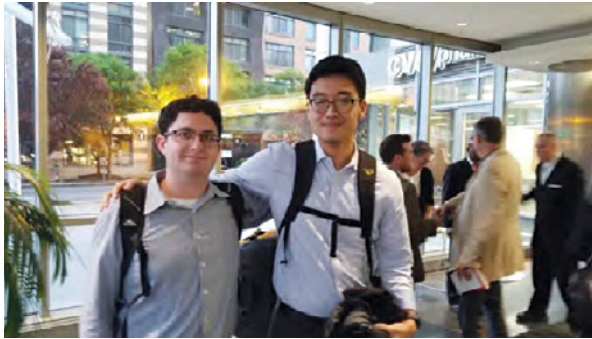
NVTC's Director of Programs and Policy, Allan Fye, attended an invitation-only event focused on Amazon's plans to locate its second headquarters in National Landing. The panel discussion featured executives from Amazon, JBG, Arlington Economic Development, Virginia Economic Development Partnership, and GMU's Stephen F. Fuller Institute. Great transit was one of the things that attracted the company to the region, said Amazon's Head of Worldwide Economic Development Holly Sullivan. "In Seattle, over 50% of our employees choose another mode of transportation than taking an automobile. We anticipate that to be even higher here. We are a biking company, so we design our parking garages so the autos and the bikes have different entrances," she said.

NVTC And DRPT Present to the CTB



NVTC Executive Director Kate Mattice and Virginia Department of Rail and Public Transportation's Jennifer DeBruhl updated the Commonwealth Transportation Board (CTB) on the I-66 Commuter Choice program at the CTB's May workshop in May. Their presentation highlighted details about the scored projects, the status of public comment received to date, and the upcoming steps as the project moves into its 3rd round of projects. The board was excited to hear about the large amount of public comments submitted. DRPT Director Jennifer Mitchell was particularly interested in comments received that could help guide the upcoming Outside the Beltway program.

NVTC Staff Attend VRE/MARC Integration Panel



NVTC's Matt Cheng and Joey de St. Aubin attended a regional discussion about the future of through service integration between MARC and VRE. The event, which was hosted by Greater Greater Washington in April, was anchored by a panel featuring VRE's Marc Schofield, Prince George's Dannielle Glaros, and Herb Harris from the Brotherhood of Locomotive Engineers and Trainmen. The discussion centered on the opportunities and challenges of integration between the region's commuter rail systems and what might such expanded service look like.

Sustainable Transportation Competition



Zach Smith, a Program Analyst at NVTC, volunteered to judge a national transportation competition for middle school students in May. The event, called the Garrett Morgan Sustainable Transportation Competition features teams of middle schoolers who create a sustainable transportation project to submit to the U.S. Department of Transportation.

NVTC Hosts Mobile Ticketing Panel At VTA Annual Conference



NVTC staff gathered experts from several organizations at this year's annual Virginia Transit Association conference to discuss mobile ticketing and share best practices, opportunities and challenges and to encourage other transit agencies to adapt and respond to the needs of their customers. The general session, "Mobile Solutions for Virginia Transit Agencies: Challenges and Opportunities" featured Allan Fye as moderator and presentations from our staff expert Patricia Happ, Bob Schneider from OmniRide, Alesia Cain from Hampton Roads Transit (HRT), and Rob Taggart from Greater Richmond Transit Company (GRTC). Transit agencies across the nation are implementing pilot mobile ticketing programs and innovative solutions to satisfy the increasing desire of transit riders to use their phones to pay for their transit trips.

NVTC Participates In Celebrate Fairfax



NVTC staff helped foster community among Northern Virginians at Fairfax's annual county fair, Celebrate Fairfax. NVTC partnered with Fairfax County DOT (FCDOT) to staff the Transportation Station at the event and answered questions about NVTC and Commuter Choice. NVTC staff engaged with over 200 people over the two-day event.

NVTC staff rides self-driving shuttle



NVTC staff members Dan Goldfarb, Patricia Happ, Dinah Girma, Matt Friedman and Joey de St. Aubin visited Joint Base Meyer-Henderson Hall in Arlington to ride “Olli,” an autonomous shuttle bus. Olli’s creator, Local Motors, tested the vehicle during a 90-day pilot study on the self-contained base. Officials say they are exploring ways to move people more efficiently across the 270-acre site.

NVTC Participates In Bike to Work Day



In May, experienced and new riders alike participated in the region’s annual Bike to Work Day festivities. The event encourages people to give biking to work a try and celebrates people who already regularly use pedal power. Across the region, 115 ‘pit stops’ promoted bicycle culture and handed out ‘Bike to Work Day’ T-shirts to those that registered in advance. Each pit stop featured local giveaways and upbeat music bringing a little joy to the morning and afternoon commutes. NVTC staff engaged with over 75 participants, sharing information about the Commission and its programs.

Virginia transit associations identify shared priorities



Kate Mattice, NVTC Commissioner Dave Snyder, and DRPT Director Jennifer Mitchell joined colleagues from the Virginia Transit Association and the Community Transportation Association of Virginia to dive into how the two trade associations can better collaborate to improve transit in the Commonwealth. At this first-ever joint retreat, the two associations recognized that despite their unique roles, there are several opportunities for collaboration, especially in the areas of legislative engagement, development of young professionals, and sharing the story of transit’s impact across the Commonwealth.

Transportation leaders hear from the public



Executive Director Kate Mattice took part in the fall CTB public meeting as part of a transportation leadership panel that heard public comment about Commonwealth and Northern Virginia transportation funding programs. The panel included Secretary of Transportation Shannon Valentine, DRPT Director Jennifer Mitchell, NoVa District Engineer Helen Cuervo, VDOT Commissioner Stephen Brich, CTB member Mary Hynes and NVTA Chairman Martin Nohe. The event gave Kate an opportunity to talk about the work NVTC is doing and to engage with transportation leadership on important transit issues in Northern Virginia.

Patricia Happ and Dinah Girmah attended the APTAtech Conference in Columbus, Ohio.



Jae Watkins and Zach Smith attended the ACT Legislative Summit on Capitol Hill



Commissioner Christian Dorsey and Arlington Director of Transportation Dennis Leach participate in a panel on “How Northern Virginia is Preparing for Amazon.”



NVTC in the news

A screenshot of a news article from The Washington Post. The article is titled "Virginia's Paul Smedberg is seen as front-runner to be next Metro board chair". The author is Robert McCartney, and the date is May 25, 2019. The article discusses Paul Smedberg's potential to replace Jack Evans as chairman of the Metro board. The article text is as follows:

Transportation

Virginia's Paul Smedberg is seen as front-runner to be next Metro board chair

Paul Smedberg, a Metro board member who represents Virginia, is viewed as the likely pick to replace Jack Evans as chairman of the panel. (Astrid Riecken for The Washington Post/For The Washington Post)

By Robert McCartney

May 25, 2019 at 5:10 p.m. EDT

The nominating committee hasn't even met, but Paul Smedberg has already emerged as the front-runner to succeed Jack Evans as chair of the Metro board, officials said Friday.

Smedberg, a former Alexandria City Council member with transportation experience, is seen as a broadly acceptable candidate who won't seek the limelight and can help unify the jurisdictions served by Metro after Evans's occasionally stormy tenure over the past 3½ years.

"Smedberg is a good choice," said a Metro board member who spoke on the condition of anonymity because the matter is politically sensitive. "After three years of Jack, I think it's a good time for the board to step back and let [General Manager Paul J.] Wiedefeld be the face of Metro."

Regional and national news organizations published more than 40 stories featuring NVTC in 2019. Among them, an article in Progressive Railroading Magazine detailing recommendations put forward in NVTC's report on WMATA. In addition, multiple news outlets, including The Washington Post, DCist and The Alexandria Times reported on the election of Commissioner Paul Smedberg as Chair of the WMATA Board of Directors.

NVTC staff





The 2019 Year in Review is a product of the Northern Virginia Transportation Commission

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