

# BUILDING MOMENTUM

2018 YEAR IN REVIEW



## BUILDING MOMENTUM

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*“Partnerships have been critical to NVTC’s success.”*

**“We need to build on it and figure out how to sustain it.”**



# OVERVIEW

To borrow from one of our Commissioners, “It’s a new day for NVTC.” Those words, spoken during a June strategic retreat, resonated with the Commission and staff alike. “There’s real energy within NVTC right now,” said another Commissioner. “We need to build on it and figure out how to sustain it.” From administering I-66 Commuter Choice and planning for a future transit program on I-95/I-395 to new responsibilities pertaining to Metro funding and governance, NVTC’s role in the region has expanded almost exponentially this past year. Through both words and actions, NVTC advanced the cause of safe, reliable and adequately funded public transportation at the local, state and regional levels throughout 2018.

Partnerships have been critical to NVTC’s success. In concert with our local jurisdictions, the business community and nonprofit groups, NVTC played a key role in securing dedicated funds for Metro and Virginia Railway Express. Collaboration with the Commonwealth and OmniRide/PRTC led to yet another successful legislative and policy briefing and also paved the way for expansion of our Commuter Choice program to the I-95/I-395 corridor.

NVTC research and programs continued to add value throughout the region. Our fare collection strategic plan provided a path to the development of a regionally integrated system that can meet evolving customer expectations. A report on transit performance showed the vital role transit plays in moving more people more effectively through the I-66 corridor. Our jurisdictions benefitted from a new modelling tool that allowed NVTC to integrate socioeconomic, land use, and transit network data to estimate demand at bus stops.

To meet the demands of these new and expanded programs and responsibilities, NVTC added six staff positions, a 50 percent increase. These new staff members joined a seasoned team with an exemplary record. New office space, under construction at year’s end, will accommodate our larger staff and provide room for future growth.

These are exciting times at NVTC. As the momentum continues to build, we will harness its energy in ways that will ensure that Northern Virginia’s businesses and residents are served by a high-capacity, high-quality network of transit systems that allows our region to thrive.



**Paul C. Smedberg**  
*Chairman*



**Katherine A. Mattice**  
*Executive Director*

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# FINANCIAL & GRANTS MANAGEMENT

NVTC fiscal year 2018 financial and compliance reports yet 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. NVTC's financial structure included 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.

## \$174.8MIL SPECIAL REVENUE

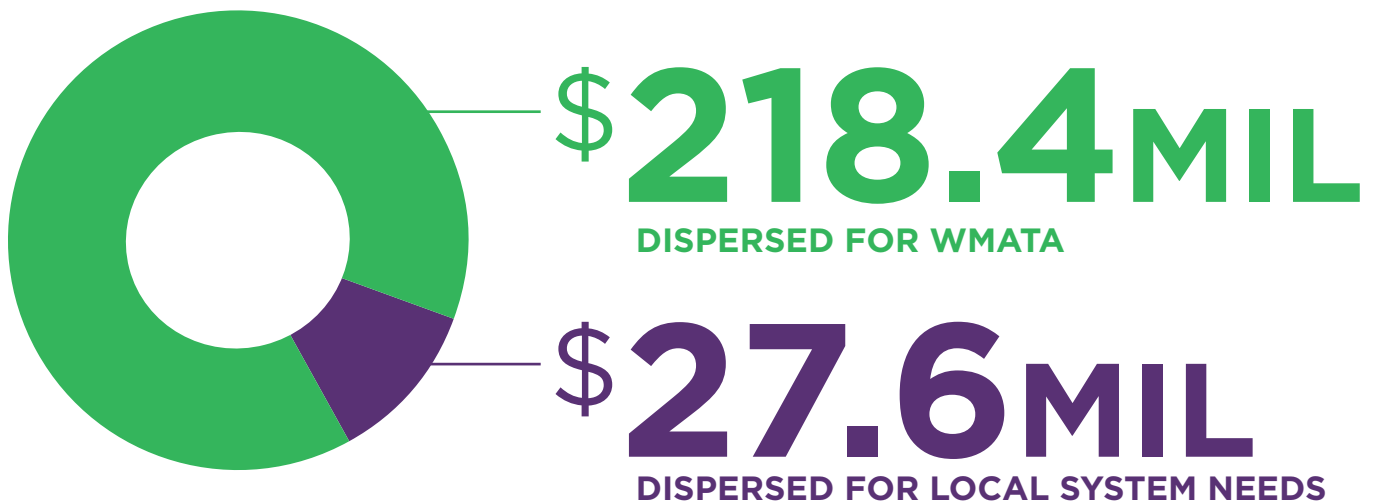
During fiscal 2018, the transit special revenue fund allocated \$174.8 million in state and regional assistance to member jurisdictions.

## \$5.9MIL I-66 TOLL REVENUE

The special revenue fund for toll revenue received \$5.9 million for the seven months of tolling in fiscal 2018 and disbursed \$3.3 million for regional projects.

## \$222.6MIL ENTERPRISE FUND

NVTC maintained an enterprise fund, recognizing NVTC's share of ownership of VRE, which equaled \$222.6 million as of June 30, 2018.





**\$141.1  
MILLION  
STATE ASSISTANCE**

State assistance for WMATA, through NVTC, came to \$141.1 million.

**\$245MIL**

### GRANTEE OR AGENT OF FUNDS

NVTC served as the grantee or agent of funds for more than \$245 million in fiscal 2018.

**\$35.5MIL**

State assistance, for which NVTC applied on behalf of its member jurisdictions' transit systems, came to \$35.5 million.

**\$35.6MIL**

Revenues from the 2.1% regional gas tax, which NVTC received and disbursed to WMATA for operating and capital requirements, equaled \$35.6 million.

**\$30.2MIL**

### TRANSIT ASSISTANCE

Department of Rail and Public Transportation transit assistance to VRE, for which NVTC served as grantee, totaled \$30.2 million.

**\$20,000,000**

**FEDERAL GRANTS** on behalf of two NVTC jurisdictions totaled \$20 million, of which \$492,000 was received in fiscal 2018. NVTC served as grantee for the awards and ensured its jurisdictions' compliance with Federal Transit Administration requirements.

# WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

## Virginia General Assembly

The 2018 General Assembly session was remarkable – by some accounts historic – when it came to transit. Working closely with its six jurisdictions, the business community, and groups such as the League of Women Voters, NVTC pushed for dedicated funding for transit as well as a floor on the 2.1 percent regional gas tax. Just hours before adjourning the regular session, lawmakers approved a bill dedicating \$154 million annually to the Washington Metropolitan Area Transit Authority (WMATA) and \$15 million per year to Virginia Railway Express (VRE). Maryland and the District of Columbia, following Virginia's lead, adopted similar legislation, ensuring that WMATA receives \$500 million annually in capital funding it needs to ensure Metro's safety and reliability. The new regional gas tax floor will allow the Commonwealth to commit to its share of dedicated funding for WMATA and provide NVTC and OmniRide/PRTC with an additional \$45.2 million annually.

The General Assembly also directed the Commission to hold an annual joint public meeting with other Northern Virginia transportation entities, which is planned for spring 2019, and allowed NVTC appointees from the House of Delegates to be nonelected citizens. NVTC welcomed James M. LeMunyon, M. David Skiles, and Raul "Danny" Vargas as new Commissioners appointed by the speaker of the House.



While NVTC has long been charged with the funding and stewardship of WMATA, its responsibilities increased in 2018 due to passage of the omnibus transit bill (HB1539/SB856). NVTC responded to the new requirements through changes to its governance structure, approach to appointing members of the WMATA Board of Directors, and staffing levels.

## Establishment of an Interim WMATA Committee

Recognizing the need to respond to the new legislative requirements, NVTC quickly created and staffed an interim committee to serve as a forum for discussion of key issues pertaining to WMATA. At its initial meeting in August, committee members rolled up their sleeves, tackling topics such as the content for NVTC's mandated report on the performance and condition of WMATA and the Commonwealth Transportation Board's proposed policy and guidelines for implementing WMATA governance and funding reforms. The committee's discussions



*NVTC Chairman Paul Smedberg swears in M. David Skiles (left) and Raul "Danny" Vargas (center) as Commissioners.*



informed NVTC's principal WMATA board members of areas of jurisdictional concern and provided them with guidance on the transit agency's budget, policies, and other issues where it was important for the region to speak with one voice.

## First Annual Report to the Governor and General Assembly on WMATA

In November the Commission submitted its first legislatively mandated annual "Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority" to the Governor and General Assembly. The report, which presented data vital to understanding how Metrorail and Metrobus were performing, will serve as a baseline for future years. Strategies to reduce the growth in WMATA's costs and to improve the efficiency of its operations were included in the report. NVTC developed the strategies in coordination with its local jurisdictions, which are responsible for funding WMATA.

## Oversight & Accountability

NVTC provided support to the Virginia Department of Rail and Public Transportation as it worked to develop a policy and guidelines that would allow the Commonwealth Transportation Board to withhold some or all of the Commonwealth's funding should WMATA not adhere to various requirements of the law. The transit bill called for WMATA to hold the annual growth in Virginia's operating subsidies to no more than 3 percent, adopt a strategic plan, and limit the role of alternate members of the WMATA Board of Directors. In September, the Commission approved a resolution endorsing the proposed policy and guidelines.

The transit bill also directed the Commission to obtain information from WMATA regarding its budget, independent and single audits, and National Transit Database profile. NVTC will certify receipt of these key documents at the end of the fiscal year in June 2019.



## Policy Focus

### *Fiscal Year 2019 Budget*

In written comments sent in January, NVTC endorsed the proposed WMATA budget's focus on ridership recovery, capital investments and management improvements, noting that its emphasis on safety and reliability would build on recent successes and restore public confidence in the system. The Commission cautioned that the trajectory of increases in jurisdictional operating subsidies exceeded what Northern Virginia municipalities were able to pay.

### *Strategies to Reduce Growth in Operating Costs and Improve Efficiency*

In its report to the Governor and General Assembly, NVTC recommended 22 short- and long-term strategies that WMATA can use to build on efforts underway that would reduce costs and make its operations more efficient. The strategies are designed to rebuild rail and bus ridership, enhance

the efficiency of Metrobus and Metrorail, control costs for labor and contracted services, optimize revenue collection, increase non-fare revenues, and improve workforce and contractor productivity.

### *Parking Policy Changes*

In response to WMATA's proposed changes to parking fees and hours, the Commission in September directed the chairman to submit comments indicating areas of support and concern. NVTC expressed support for additional weekday hours of revenue collection, charging for parking on weekends during special events, and reducing weekday parking fees at stations with low ridership and parking utilization. Concerns centered around the negative impact weekend parking fees might have on rail ridership.



# 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.



*NVTC staff helped administer VRE's Master Agreement Survey.*

## Lorton Station Platform Extension

VRE celebrated the completion of a 250-foot extension of its Lorton Station platform on March 8. NVTC Executive Director Kate Mattice was among those cutting the ribbon. Lorton is the first of several planned platform extensions at VRE stations, which are needed to accommodate eight-car trains. Funding for the project came from the federal and state governments, Northern Virginia Transportation Authority and Fairfax County.



## 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.

## Commuter Rail Operating & Capital (C-ROC) Fund

The General Assembly's 2018 creation of the C-ROC fund will provide VRE with \$15 million annually in dedicated funding, which NVTC will administer. To ensure VRE's accountability in the use of these funds, an administrative agreement was adopted by both NVTC and OmniRide/PRTC, the railway's co-owners, that will guide the implementation and reporting of these funds.

# OPERATIONS & COMMISSION SUPPORT



## Strategic Retreat

Given the new legislative mandates that emerged from the 2018 General Assembly session, the Commission held a strategic retreat in June to explore its new responsibilities. The energy in the room was palpable as Commissioners delved into questions of governance, staffing and budget. A set of principles adopted at the meeting served to guide later decisions pertaining to committee structure, staff support, and the selection among jurisdictions of NVTC's principal appointee to the WMATA Board of Directors.

Recognizing the need for Northern Virginia to speak with a unified voice given the reduced role of alternate directors, Commissioners agreed to establish an Interim WMATA Committee to support and enhance the effectiveness of the principal director. As the retreat drew to a close, Commissioners named Christian Dorsey, a member of the Arlington County Board, as Northern Virginia's principal WMATA director. They also voiced appreciation of the service rendered by Catherine Hudgins, a Fairfax County supervisor, during her tenure as NVTC's principal WMATA director.

## Bylaws & Policy Updates

To implement the principles adopted at its strategic retreat, the Commission amended its bylaws and adopted a policy pertaining to the appointment of NVTC's principal director to the WMATA board in October. The new policy provides NVTC with strong representation on the WMATA board based on principles of jurisdictional rotation that consider timing for opportunities to serve in WMATA leadership roles, while acknowledging the need for flexibility. Among other things, the bylaws changes established standing committees for WMATA, Legislative and Policy, and Program Advisory and the membership, charge and structure for each. The new committee structure takes effect in January 2019.

## Staff Support

Recognizing that NVTC staff were stretched thin given the growth in the organization's programs and its additional responsibilities, the Commission added six new positions in 2018. The new employees support NVTC's I-66 Commuter Choice program, marketing and outreach, data and program analysis, and grants and compliance. Restoration of the director of programs and policy position will help take NVTC's programs to the next level. To accommodate new and future staff, the Commission secured larger office space, which was at year's end being renovated for occupancy in 2019.

# PROGRAMS & PROJECTS



## I-66 Commuter Choice

### *Program Expansion*

A third call for projects under the I-66 Commuter Choice program was issued in November, following Commission approval. The application deadline was set for mid-January 2019. The regional priorities for this next group of projects include moving more people, maximizing both cost effectiveness and transit operating funding, reducing the use of single-occupant vehicles, and improving connections within the transportation network – all of which benefit the toll payers on I-66 inside the Beltway. Fall stakeholder meetings were designed to get jurisdictions and transit agencies thinking holistically about how their projects fit within the region.

### *Revised Prioritization Process and Evaluation Criteria*

To improve the project selection process, NVTC staff conducted a five-month review of the criteria used to evaluate and prioritize applications. In November the Commission endorsed a process that captures both the technical evaluation and the prioritization in a single quantitative project score, reflecting local and regionwide impact. Projects submitted under the third call will be the first to be evaluated under this new process.



### *Additional Projects Funded*

Fifteen projects were approved for a total of \$12 million in funding. The Commission endorsed the projects in May and the Commonwealth Transportation Board voted in June to include the projects in its Six-Year Improvement Program for fiscal year 2019. Among the projects are those that will improve emergency response to keep traffic moving in the I-66 corridor and get more people from their homes to transit by improving access to stations and park-and-ride lots. By year's end, one of the projects, Loudoun County Transit's new bus service between Purcellville and the Wiehle-Reston East Metrorail station, had been implemented.

### *Annual Report*

NVTC submitted its second annual report to the Secretary of Transportation in October. The report details the first round of projects – a total of 10 receiving \$9.8 million – and lists the 15 most recently funded. Photos include then Governor Terry McAuliffe at the September 2017 program launch cutting a ribbon as he is flanked by buses, bike share, and a transit information screen.

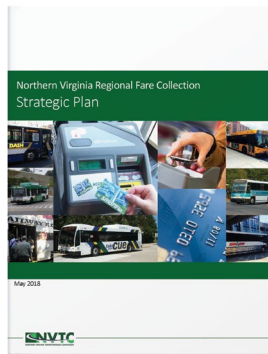


## Regional Fare Collection Program

### *Strategic Plan*

Recognizing that the current fare collection system is nearly obsolete and transit systems need to replace or upgrade collection system, NVTC developed a strategic plan that establishes the need for improvements and identifies next steps. The Northern Virginia Regional Fare Collection Strategic Plan, approved by the Commission in June, was crafted with input from local transit systems.

As the strategic plan makes clear, there was broad agreement on the need for an upgraded and enhanced, D.C.-region fare collection system that can coexist with and be complemented by local solutions to meet each transit system's needs. The plan guided NVTC's implementation of a coordinated local platform for mobile ticketing, engagement with WMATA on SmartBenefits® and SmarTrip® enhancements, and development of a long-term fare collection solution.



### *Mobile Ticketing Industry Day*

To help Northern Virginia's seven transit agencies better understand current market trends and identify potential features and solutions for a regional fare collection mobile app, NVTC hosted a Mobile Ticketing Industry Day in December. Vendors shared their solutions and capabilities, as well as the benefits and challenges inherent in developing a regional, mobile-based fare collection product.

### *Farebox Upgrades*

NVTC continued to work with WMATA and local bus systems on a stop-gap measure to update current fare collection methods, which entails replacing and upgrading fare collection equipment and software on buses. Despite schedule delays, as WMATA and its contractor worked to resolve software issues prior to testing, NVTC ensured that Fairfax Connector and Loudoun County Transit were ready to test the new hardware and software when available. NVTC was working with WMATA and the transit systems to make certain that current fareboxes can be maintained through 2019 until the upgrade is ready for full-scale deployment.



## I-95/I-395 Annual Transit Payment Program

NVTC, OmniRide/PRTC and the Commonwealth signed a Memorandum of Agreement (MOA) that will provide a minimum of \$15 million annually to fund transit and related improvements in the I-95/I-395 corridor as early as 2019. A second MOA, previewed by the two transportation commissions in December, will guide NVTC's administration of the Annual Transit Payment Program, which will be marketed under the Commuter Choice brand.

## Envision Route 7

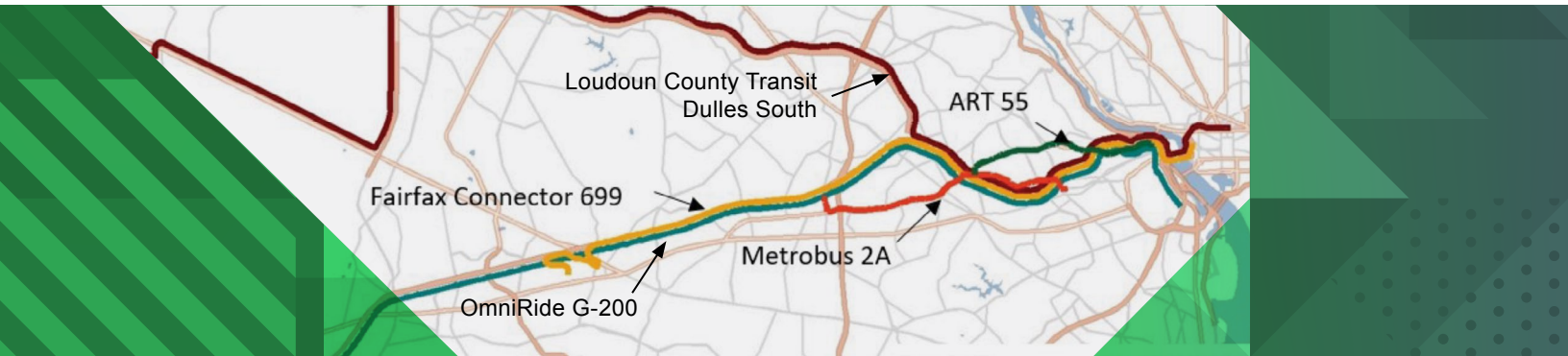
### ENVISION ROUTE 7

Phase III, a conceptual engineering study of Envision Route 7, ramped up this fall. The study will help refine the project cost and identify potential areas of concern for a proposed bus rapid transit (BRT) system along Route 7 between Tysons and Alexandria.

It will identify rights-of-way that may be needed for the BRT route and guide jurisdictions' planning efforts. Data collection and compilation as well as mapping got underway.

NVTC awarded the contract for the study to Kittelson and Associates, with AECOM and Gorove/Slade as subcontractors. The study will continue through 2019.

# RESEARCH & DATA ANALYSIS



## NVTC's Transit Planning Tool

As part of its Regional Bus Agenda, NVTC developed a database containing all the bus routes in Northern Virginia, including route- and stop-level ridership by time of day. The database is part of a larger analytical program known as the Transit Boardings Estimation and Simulation Tool (TBEST), which integrates socioeconomic, land use, and transit network data into a platform for scenario-based transit ridership estimation and analysis.

NVTC used TBEST to evaluate WMATA's Title VI analysis of environmental justice concerns related to the extension of bus service in Falls Church, which is funded through NVTC's I-66 Commuter Choice program. At year's end, planning was underway to assist the City of Alexandria with its Transit Vision Plan by testing proposed bus service improvements.

## I-66 Transit Ridership Report

Commuter and express bus routes in the I-66 corridor showed an 8 percent increase in ridership from February 2017 to February 2018 due to tolling and new service funded by the I-66 Commuter Choice

program, according to a June NVTC report. Bus travel times were more reliable as traffic conditions on I-66 improved. Vehicular speed on I-66 inside the Beltway increased by 15 percent during the same time period. Available data and anecdotal evidence suggested that running times of express bus services using I-66 have also improved. The NVTC report, which will be updated annually, highlighted the need for more information to evaluate the impact of tolling on the I-66 Commuter Choice program and, more broadly, public transportation services along the I-66 corridor.

## Regional Transit Performance Report

NVTC's annual report on transit performance summarized statistics from all transit agencies operating in Northern Virginia. In fiscal year 2017, Northern Virginia transit providers experienced an overall ridership decline of 9 percent, according to the report. Metrorail, which carries the bulk of the riders, declined 12 percent and other transit systems in Northern Virginia dropped an average of 2 percent. Exceptions were Arlington Transit (ART) and Virginia Railway Express (VRE), which experienced ridership increases of 7 and 9 percent, respectively.

# PARTNERSHIPS



## Virginia Transit Association

### *Leadership*

NVTC Commissioner Dave Snyder was honored in May for his service as president of the Virginia Transit Association (VTA). Snyder was instrumental in raising the organization's profile and advocating for dedicated funding for transit. NVTC Executive Director Kate Mattice, a member of VTA's executive committee, served as a liaison between the association and the Transit Service Delivery Advisory Committee (TSDAC), keeping VTA members apprised of changes to the methods for allocating state transit capital and operating assistance and advocating on their behalf. NVTC staff continued to chair VTA's annual awards program, help plan the agenda for its annual conference, and coordinate and participate in conference sessions.

### *Transit Service Delivery Advisory Committee Representation*

As VTA's liaison to TSDAC, NVTC Executive Director Kate Mattice worked to ensure the equity of the legislatively mandated prioritization formulas for capital and operating assistance. The Commonwealth Transportation Board (CTB) approved the prioritization process for capital funding in October and was to take up operating assistance in early 2019. In remarks prior to the CTB's vote, Mattice noted

that the legislative mandate to turn the process for allocating capital assistance into a statewide competition would undermine transit agencies' asset management efforts and create uncertainty in fleet and asset management. Acknowledging the CTB's need to comply with the requirements, Mattice called the proposed approach reasonable.

## Washington Area Bus Transformation Project

NVTC participated in the Washington Area Bus Transformation Project, a regional effort to identify ways to make local bus service a more attractive transportation option. Executive Director Kate Mattice and Transit Planner Dan Goldfarb, P.E. served on the Strategic Advisory Panel and Technical Team, respectively. The two attended a kick-off summit in September. Over the next year, they will engage with regional stakeholders in the public and private sectors to explore all factors that influence the quality of bus service, including costs, advancing technology, governance structures, regional coordination and communication, service operations, funding sources, and the role of different providers. The project will develop a set of draft strategies with recommendations and an implementation plan by the end of 2019.

# JURISDICTIONAL COORDINATION & TRAINING



## Northern Virginia Transit Response Coordination

With WMATA's announcement that it would shut down six stations south of National Airport during the summer of 2019 for platform repairs, NVTC began coordinating the region's response. In partnership with WMATA, regular conference calls were held with specific groups, such as transit operators or transportation demand management (TDM) coordinators, to create a draft mitigation plan. Communication and outreach strategies at the jurisdictional and regional levels also were addressed. NVTC was working with Virginia's Department of Rail and Public Transportation to explore additional funding to support transit operations, TDM efforts, and communication strategies in advance of the shutdowns.

## National Transit Database Training

To help local transit agencies meet their federal reporting requirements, NVTC hosted a two-day training session in October on the National Transit Database. Those receiving grants from the Urbanized Area Formula Program or Rural Formula Program are required to submit certain data to the Federal Transit Administration (FTA). The reporting requirements have allowed the FTA to make information – such as agency funding sources, inventories of vehicles and maintenance facilities, safety event reports, measures of transit service provided and consumed, and data on transit employees – available to the public.



# NVTC IN THE COMMUNITY

## Annual Joint Legislative & Policy Briefing



In recognition of the Northern Virginia delegation's efforts to secure dedicated funding for WMATA and VRE, transit industry leaders offered thanks and shared how the funds will be used during NVTC and OmniRide/PRTC's joint Legislative and Policy Briefing in December. Nearly 120 state legislators, local elected officials, federal and state legislative staff, and area business leaders convened to learn more about Congressional and state issues affecting transit in Northern Virginia that are critical to the region's economy and quality of life.

## WMATA Board Member Forums



While much of NVTC's activity pertaining to WMATA was focused on funding and oversight, staff and WMATA board members continued a successful series of forums designed to engage the public. In late May three of Virginia's WMATA board members braved a torrential downpour to discuss the challenges and opportunities facing Metro following the General Assembly's approval of dedicated funding. Their presentation touched on how Virginia's new transit legislation affects WMATA governance and expands NVTC's oversight role and responsibilities.

## NVTC Executive Director Honored by Metropolitan Washington Council of Governments



The prestigious Ronald F. Kirby Award for Collaborative Leadership was presented to NVTC Executive Director Kate Mattice in December by the Metropolitan Washington Council of Governments (COG). The award, bestowed during COG's annual membership meeting and awards luncheon, recognizes a non-elected government executive who works collaboratively with elected officials, stakeholders, and their communities to shape a better region. COG noted that "under Mattice's leadership, NVTC's collaboration with COG and regional partners was instrumental in the Metro dedicated funding effort." She was the sixth non-elected leader and first woman to be recognized with this award.

## Show Me the Money



With dedicated funding for WMATA secured, the Coalition for Smarter Growth hosted a forum to explore how the region was able to pass identical legislation in Virginia, Maryland and the District of Columbia and what the next step might be. NVTC Executive Director Kate Mattice was one of several panelists providing perspective during a well-attended session in June moderated by The Washington Post's Robert McCartney.

## Elected Leaders Transportation Forum



Providing clarity so that elected leaders understand the roles and responsibilities of organizations involved in transportation in Northern Virginia was the goal of a forum in which NVTC participated. The April event, which included a presentation by NVTC Executive Director Kate Mattice, focused on the collaboration and coordination of transportation planning, policy development, and funding between NVTC and other governmental organizations.

## I-66 Commuter Choice & Multimodal Connectivity



NVTC's Patricia Happ was a panelist at the Virginia Transit Association's annual conference, presenting at a session on multimodal connectivity. She spoke to transportation demand management and transit projects funded through the I-66 Commuter Choice program.

## Educating Future Transportation Planners



As a guest lecturer at George Mason University, NVTC's Dan Goldfarb explained how travel demand forecasting applies to planning studies. Earlier in the year Patricia Happ introduced Washington-Lee High School students to careers in transportation.



## Celebrate Fairfax



NVTC staffers joined their transit colleagues in early June to share the benefits of public transportation at Celebrate Fairfax! Hundreds stopped by the Transportation Station to watch NVTC's I-66 Commuter Choice video, engage with staff, or pick up an I-66 Commuter Choice beach ball or cell phone wallet.

## Arlington Forum



NVTC's Andrew D'huyvetter was one of four panelists at a #Back2Good Metro Panel, where he shared a variety of information, including Metro ridership and funding. He was joined by NVTC Commissioner and WMATA Board Member Christian Dorsey and Virginia Senator Barbara Favola.

## Bike to Work Day



NVTC's Patricia Happ opted to cycle to work in May as part of the region's Bike to Work Day. Administered by Commuter Connections and the Washington Area Bicyclist Association, the event featured 100 pit stops in D.C., Maryland and Virginia.

## NVTC Transit Article Wins National Award



Guiding Kids to Navigate Transit, an article written for Washington Parent magazine by NVTC's Karen Finucan Clarkson, received a silver award for service feature from the Parenting Media Association (PMA) in early March.

## NVTC in the News



NVTC was featured in more than 50 articles in both national and local publications in 2018. Among them was a piece in The Washington Post – In Prince William, a high-tech plan to get more commuters out of their cars – that profiled two microtransit projects funded by NVTC's I-66 Commuter Choice program.

## NVTC Staff





## The 2018 Year in Review is a product of the Northern Virginia Transportation Commission

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