



Advancing Transit

2023 YEAR IN REVIEW



Advancing Transit

2023 YEAR IN REVIEW

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Executive Summary

When we look back at 2023, we see a year full of milestones and record achievements for the Northern Virginia Transportation Commission (NVTC).

We released a key study examining the Value of Northern Virginia Transit, finding that the Commonwealth of Virginia receives \$1.5 billion in annual tax revenue as a direct result of the region's transit network. That's equivalent to 5% of Virginia's general fund, money that can be used on schools, public safety and other services statewide.

Those findings are pivotal to the discussions surrounding the future of Metro. This year's installment of the "Report on the Performance and Condition of WMATA" makes key near, mid and long-term recommendations as the agency faces unprecedented budget deficits resulting from long-standing structural funding issues accelerated by the rapid rise of teleworking and the drop in daily commuting.

There's also a lot to be excited about. Our Commuter Choice program set records this year, supporting 5 million trips on the I-66 and I-395 corridors, saving travel time, fuel costs and reducing emissions. The extension of the I-95 Express Lanes in Fredericksburg means even more people will enjoy smoother, faster rides when they board the region's commuter buses.

Other NVTC studies took a deep dive into how the Envision Route 7 Bus Rapid Transit network would run through the City of Falls Church, how infrastructure improvements could move buses faster and how amenities at bus stops have improved over time.

The long-awaited Potomac Yard-VT Metro station opened in May, serving a fast-growing part of Alexandria and solidifying the National Landing corridor as a place to live and work, all connected by robust Metro, Virginia Railway Express (VRE) and bus routes. Our staff also played a vital role in coordinating transportation alternatives as Metro rebuilt portions of the Yellow and Orange Lines.

We continued our support for VRE, which NVTC helped found and co-owns with the Potomac and Rappahannock Transportation Commission, ensuring the commuter railroad can adapt to ridership changes brought on by the COVID-19 pandemic as it brings aboard new riders and continues to serve those who have been loyal to the system.

We're also planning for the future, launching a Regional Zero-Emission Strategic Plan to identify challenges and opportunities in transitioning local bus fleets away from fossil fuels.

Finally, we were busy seeing you in person! Staff and I attended countless events this year, connecting and reconnecting with people in a way we hadn't been able to in the previous few years. I'm grateful for the opportunities to renew and cultivate relationships that will help all of us as we continue to work across political and geographic boundaries to make our region accessible for everyone.



Kate Mattice
Executive Director



Dalia Palchik 
NVTC Chair

Commission Officers

2023 NVTC Officers




Dalia Palchik 
*NVTC Chair
 Fairfax County*




Matt de Ferranti 
*NVTC Vice-Chair
 Arlington County*




David Snyder 
*Secretary-Treasurer
 City of Falls Church*



Canek Aguirre 
*Immediate Past Chair
 City of Alexandria*

NVTC Committee Chairs



Canek Aguirre 
*Legislative and
 Policy Committee
 City of Alexandria*

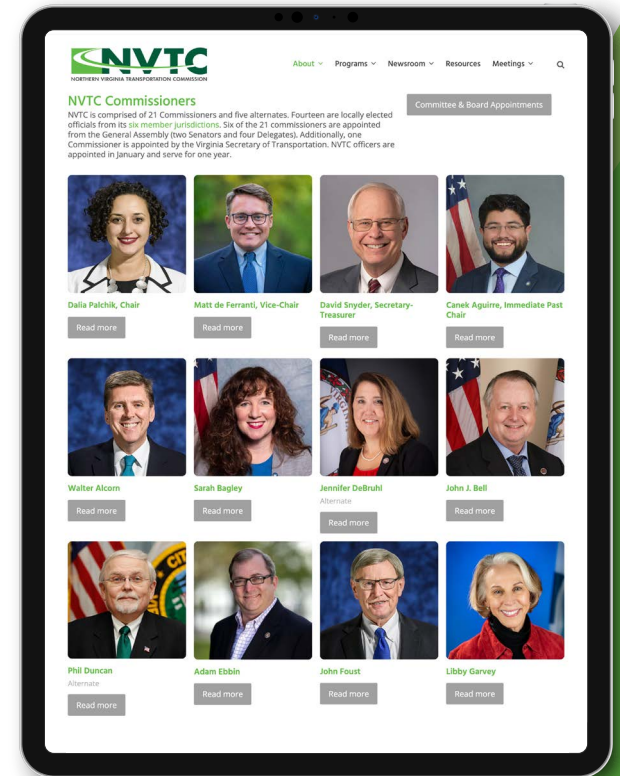


Sarah Bagley 
*Program Advisory
 Committee
 City of Alexandria*



Walter Alcorn 
*WMATA Committee
 Fairfax County*

Meet Our Commissioners Online



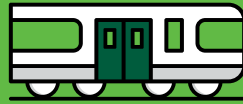
[View All Commissioners Here !\[\]\(d3e32d099174a7c248ec1f564ee4f69c_img.jpg\)](https://novatransit.org/commissioners)
 (novatransit.org/commissioners)

NVTC Continues to Demonstrate Excellence in Financial Management

NVTC fiscal year 2023 financial and compliance reports received clean audit opinions. The three opinions cover 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.

Total NVTC
Fiscal Year
2023 Revenue

**\$418.2
million**



\$228.7 million
STATE ASSISTANCE

State assistance for Metro operating and capital commitments of the NVTC jurisdictions, contracted through NVTC with the Department of Rail and Public Transportation (DRPT), came to \$228.7 million.



\$64.6 million
STATE ASSISTANCE

State assistance for local operating and capital needs, which NVTC applied for on behalf of its member jurisdictions' transit systems, came to \$64.6 million.



\$25.7 million
REVENUES

Net revenues from the regional gas tax, which NVTC received for Metro operating and capital requirements, equaled \$25.7 million.



\$41.1 million
STATE ASSISTANCE

DRPT assistance to VRE, for which NVTC served as grantee, totaled \$41.1 million.



\$15.0 million
CROC FUNDING

\$15 million annual Commuter Rail Operating and Capital funding, derived from regional gas tax revenues, received by NVTC on behalf of VRE.



\$11.8 million
FEDERAL GRANTS

Federal grant revenue received on behalf of two NVTC jurisdictions totaled \$11.8 million. NVTC serves as grantee for these federal awards and ensured the jurisdiction's compliance with Federal Transit Administration requirements.



\$31.3 million
COMMUTER CHOICE

\$31.3 million in toll-related revenues received for the I-66 and I-95/395 Commuter Choice programs.

NVTC Finds Transit Network Generates \$1.5 Billion in Tax Revenue

NVTC's "Value of Northern Virginia to the Commonwealth" report found significant statewide benefits from the transit network in Northern Virginia.



\$1.5B

in annual personal income and sales tax revenue for Virginia each year.



The tax revenue makes up nearly **5% of the Virginia general fund**, supporting programs and services across the Commonwealth.



160%

return on investment received by the Commonwealth for money spent on Northern Virginia transit.



Supports

128,000

households



Supports

311,000

jobs



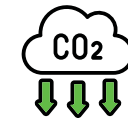
400+

serious injuries avoided from car crashes.



\$130M

saved in commuter vehicle operating costs.



70,000

metric tons of CO₂ emissions avoided.

Staff also developed an interactive website showing how public transit in the region has built out over time and allowing users to explore how the traffic congestion in the region might increase and jobs and residents might decrease without public transit.

Value of Transit Interactive Website — bit.ly/48gNOgb

Facing Imminent Budget Crisis, NVTC Sends Recommendations to Strengthen Metro

NVTC enjoys a special relationship with the Washington Metropolitan Area Transit Authority (WMATA), as it is charged with the funding and stewardship of Metro. NVTC serves as Virginia's voice on the Metro Board of Directors through its appointments. NVTC also manages state aid and the regional gas tax which NVTC jurisdictions use to help meet their Metro funding obligations.

Report on the Performance and Condition of WMATA

NVTC's 2023 "Report on the Performance and Condition of WMATA" made near-term recommendations to stabilize Metro and avoid catastrophic service cuts as the agency faces unprecedented budget gaps due to inflation, changes in ridership due to increased telework and structural issues in Metro's funding model.

Near-Term Priorities

1. Seek administrative or legislative opportunities to permit WMATA to re-baseline its FY 2025 operating subsidy bill to reflect the impact of the COVID-19 pandemic
2. Advocate for additional state aid in FY 2025 to match local funding for WMATA
3. Seek a commitment from federal, state, regional and local funding partners to develop long-term, sustainable, dedicated funding to meet WMATA's capital and operating needs

Mid- to Long-Term Recommendations

While WMATA and the region take temporary actions to sustain bus and rail service and avoid a transit death spiral, they must simultaneously develop long-term solutions. These recommendations offer WMATA, the Commonwealth and the region a framework to help guide regional funding and reform discussions that will take place over the next few years.

1. Manage labor cost escalation through reforms to pension and other post-employment benefits
2. Seek Amendments to the federal Wolf Act that would require consideration of WMATA's fiscal condition and jurisdictions' ability to pay in binding arbitration
3. Establish a revised Virginia and Maryland legislative operating assistance growth cap that addresses the unintended consequences of the current cap
4. Improve farebox recovery by raising fares for Metrorail and Metrobus
5. Formalize the functions and scope of a WMATA Board audit committee to enhance oversight via a coordinated jurisdictional audit
6. Secure one or more sustainable and reliable sources of dedicated revenues to support additional operating funding
7. Establish a rainy-day fund at WMATA
8. Secure one or more sustainable and reliable sources of dedicated revenues to support additional dedicated capital funding
9. Sustain NVTC's technical, policy, financial and legislative efforts to support the implementation of recommendations



Record Metrorail Service

Metro rolled out multiple service increases throughout the year as ridership demand and railcar availability increased. The agency said it reached a milestone in September, running more train service than at any time in Metro's 47-year history. The return of most of Metro's newest railcar fleet helped make that record possible. The October 2021 derailment of a 7000-series train led Metro to pull those railcars from service. In partnership with the Washington Metrorail Safety Commission, Metro developed and implemented a higher-frequency inspection protocol to ensure the safety and reliability of the 7000-series and return them to service.

Major Construction and Regional Coordination

Metro's Yellow Line reopened in May following an eight-month project to rehabilitate the Yellow Line Bridge/Tunnel connecting Virginia to Washington over the Potomac River.

A two-stage construction project on the Orange Line between East Falls Church and Vienna closed stations on both the Orange and Silver Lines for several weeks in June, with a smaller, Orange Line only, shutdown lasting into July.

Throughout both projects and building on the experiences of three previous Metro station shutdowns in Northern Virginia, NVTC convened regular meetings with Metro, the Northern Virginia cities, counties, transit agencies affected by the shutdown, and federal and military partners to foster cooperation on topics ranging from development of shuttle bus and supplemental service plans to promoting existing transit services as alternatives.

Potomac Yard-VT Station Opening

Potomac Yard-VT, Metro's newest station, opened in May. NVTC played a small, but important role in the funding of Metrorail's 98th station, managing a \$20 million dollar grant from the Federal Transit Administration (FTA). The infill station in Alexandria connects a rapidly growing area between the Braddock Road and Regan National Airport Stations. The station will eventually support 26,000 new jobs and 13,000 new residents.



Commuter Choice Program Celebrates Records

Commuter Choice, NVTC's competitive grant program that reinvests toll revenues into projects that provide alternatives to driving alone, had a record year in 2023. Commuter Choice-funded projects provided 6,000 passenger trips in the I-66 Inside the Beltway and I-395/95 corridors each weekday, the most in any year in the program's history. NVTC also allocated over \$48 million to new projects and received a record level of public input during our project selection process.

Regional Benefits

Since 2017, Commuter Choice's \$108 million investment in transit and other transportation projects has improved travel and overall quality of life for Northern Virginians by:

- › Supporting 5 million trips on the I-66 and I-395/95 corridors, representing 104 million fewer million vehicle miles traveled.
- › Saving 1.1 million hours of travel time, producing \$31 million in regional economic benefit from reduced travel delay.
- › Saving commuters \$14.5 million in fuel costs and reducing greenhouse gas emissions by 69% relative to driving alone.
- › Avoiding 130 automobile crashes

novatransit.org/uploads/Projects/CommuterChoice/CCReport2023.pdf

The graphic is a blue and white collage celebrating the Commuter Choice program. At the top left, it features the NVTC logo (Northern Virginia Transportation Commission) and the Commuter Choice logo. The central text reads "Commuter Choice 2023 ANNUAL REPORT" with the website "NoVaTransit.org/CC" below it. The background is a collage of images: a yellow and blue bus, a train, a person walking, and a highway. On the right side, a circular inset shows a bus with the text "20 projects in operation in spring 2023". At the bottom, two statistics are highlighted: "84,000 miles of vehicle travel" and "\$11,000 in fuel expenditures".

I-66

The I-66 Outside the Beltway Express Lanes opened in November 2022 and immediately afforded substantial travel time savings for longer distance corridor commuters throughout 2023. OmniRide and Fairfax Connector services benefitted from more reliable travel and saved up to 15-minutes per run, a level of time savings that plays a significant factor in attracting new transit riders.

NVTC opened its sixth I-66 call for projects in October with \$40 to \$50 million available for new projects in FY 2025-2026, the most in any I-66 funding round to date and a function of I-66 toll revenues continuing their upward trend.

I-395/95

I-395/95 Commuter Choice supported 50% more daily passenger trips each weekday than in spring 2022 as traffic congestion in the corridor continued to grow and demand for transit services continued to rebound.

NVTC approved \$48 million across 13 I-395/95 Commuter Choice projects in June, the largest collective award to date. The awards included nearly \$20 million toward the program's first larger capital projects, Fairfax County's Richmond Highway Bus Rapid Transit and Virginia Railway Express' Crystal City Station Expansion. These will provide decades of benefits to corridor toll payers.



Spotsylvania Park and Ride

Commuter Choice provided \$1.2 million to a 700-space Park & Ride commuter lot at the intersection of Route 1 and Commonwealth Drive in Spotsylvania County that opened in June. Without Commuter Choice, the lot would have been scaled down by about 200 spaces—almost 1/3rd of its capacity.

City of Fairfax Bikeshare

The City of Fairfax celebrated the opening of 10 new Capital Bikeshare stations in October. The I-66 Commuter Choice program funded four of the new stations near the Vienna Metrorail station and provides residents with a new, convenient access Metro for travel along the I-66 corridor. Separately, Commuter Choice funded a 10-station bikeshare expansion in the nearby Dunn Loring-Merrifield area of Fairfax County.

I-66 Commuter Choice also funded improvements to CUE bus stops, making the system easier and more comfortable to use. Installation of shelters, real-time information signs, lighting and seating at many stops is underway and will be complete by the end of the year. The improvements support the city's rebranding of the CUE system.

Record Public Input

NVTC held a one-month public comment period to gather input on projects under consideration for Commuter Choice funding and received a record 646 comment submissions as a result of effective efforts by applicants to get the word out, a local TV news segment on the projects under consideration and easy-to-use materials produced by NVTC, all available both in English and Spanish.



Transit Technology Program Plans for Zero-Emission Future

NVTC's Transit Technology Program coordinates among Northern Virginia's bus systems to share lessons learned from implementing new technologies and support innovative solutions to regional issues. In 2023, NVTC focused on advancing zero-emission bus (ZEB) technology and infrastructure throughout the region.

Zero-Emission Buses

NVTC launched the "Regional Zero-Emission Bus Strategic Plan" project in 2023, which is funded through a grant from the Virginia Department of Rail and Public Transportation. Staff worked with agency partners to identify challenges and opportunities to the ZEB transition in Northern Virginia. This process led to a set of six draft ZEB strategies to guide NVTC's work. When accepted by the Commission in 2024, staff will work toward implementing the strategies and the related short- and long-term actions in partnership with the local agencies.

NVTC continued to serve as a forum for ZEB conversations about battery electric buses (BEBs) and hydrogen-powered fuel cell electric buses (FCEBs) through the NVTC ZEB Working Group. As more local agencies incorporate ZEBs into their fleet, our region will have a wealth of knowledge to share with others and incorporate into future decisions.



Transit Resource Center Supports Regional Transit Solutions

NVTC's Transit Resource Center provides technical assistance to member jurisdictions; collects, analyzes and reports data from all NVTC's programs; manages the Envision Route 7 Bus Rapid Transit (BRT) project and supports coordination with other regional transportation organizations.

Envision Route 7

Staff completed the latest phase of study for Envision Route 7, focusing on the segment planned to run through Falls Church, evaluating and determining the mobility benefits and impacts resulting from the proposed Bus Rapid Transit (BRT) from Tysons to Seven Corners, part of the larger planned BRT extending to Alexandria. The study will be used by the City of Falls Church to decide what different elements of a BRT will work best through their residential and downtown areas.

The Envision Route 7 project aims to address the anticipated traffic congestion along the corridor and improve overall mobility by providing high-speed, high-frequency and reliable transit service and connections across multiple jurisdictions, and between multiple Metrorail stations. The corridor has the second busiest bus ridership corridor in Northern Virginia, at 114% of pre-pandemic ridership versus the regional bus average of approximately 90%.

Research and Studies

Bus Stop Amenities Study

The study evaluated how and why bus stops are distributed in Northern Virginia, demonstrating that bus stop amenity distribution was related to factors like adjacent land use, the location of bus stops in cities or adjacent to local roads and demographics. The study found the presence of bus stop amenities (like seats and shelter) was related to adjacent land use, demographics, right-of-way ownership, and the amount of bus service and ridership. If a bus stop was shared by multiple transit agencies, it was also far more likely to have a seat or shelter. Finally, while bus stop amenities were slow to implement, almost 10% of bus stops gained designated seating over the past decade. The study also recommended updating and adding amenities to bus stops and simplifying the approval and installation of upgrades.

[Bus Stop Amenities Study PDF – bit.ly/46Lyyvu](https://bit.ly/46Lyyvu)

Advancing Bus Priority Study

Found that bus speed varied by time of day and geography and that excess delays caused by congestion follow similar patterns. The study estimated that congestion-caused bus delays built into the region's transit schedules cost Northern Virginia transit systems \$19 million per year in unnecessary operating costs. The work helps identify opportunities for improving speed and congestion issues through infrastructure improvements like dedicated bus lanes, transit signal priority or queue jumps.

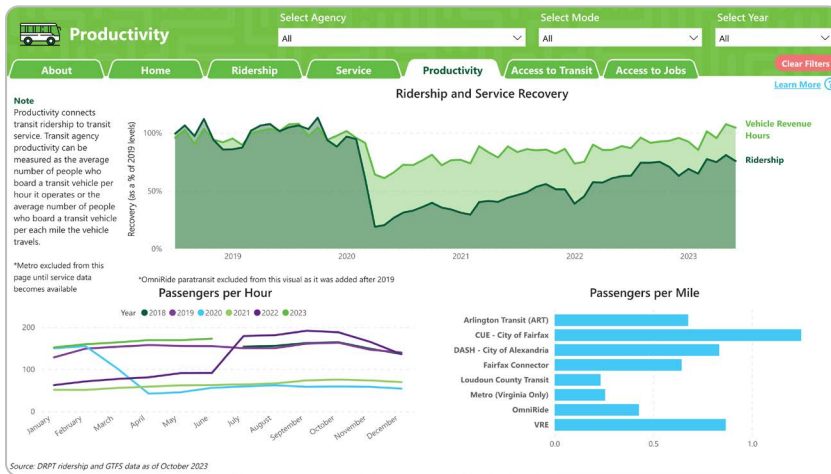
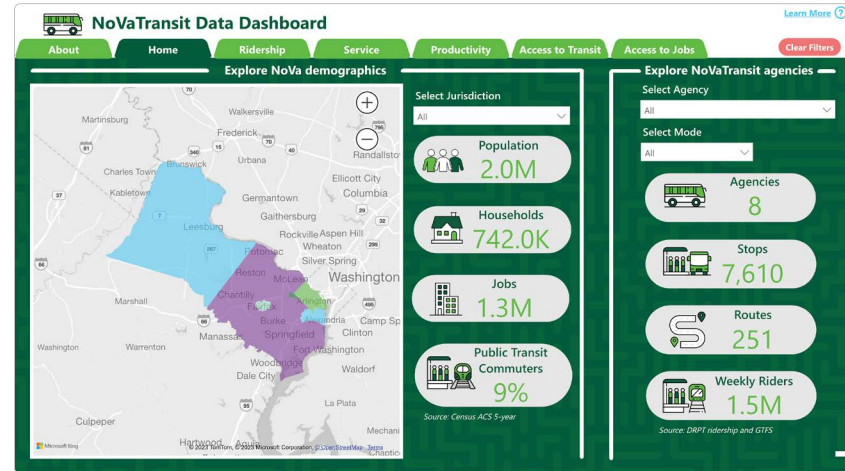
[Advancing Bus Priority Study – bit.ly/46FrdgT](https://bit.ly/46FrdgT)



NoVaTransit Data Dashboard

The Transit Resource Center added new features to the NoVaTransit Data Dashboard, ensuring that the website provides up-to-date information. They include new ways to evaluate access to bus service. The dashboard shows that Northern Virginia transit has almost reached pre-pandemic levels with an average of 1.5 million transit riders every week in the region. Ridership has increased over 30% since last year.

novatransit.org/transit-dashboard



Virginia Railway Express Ridership Makes Gains as System Builds for the Future

NVTC helped found Virginia Railway Express (VRE) and co-owns the commuter railroad with the Potomac and Rappahannock Transportation Commission (PRTC). Both Commissions appoint members of the VRE Operations Board and must approve VRE's annual budgets, policy and fare changes, major investments and legislative initiatives.

Track Rehabilitation Project

In October, VRE and Amtrak celebrated the rehabilitation of Track 22 at Washington Union Station, the northern terminus of VRE service. This additional track will provide VRE with a fourth track to access its terminus at Union Station. The two Commissions contributed \$6.34 million toward the \$38 million project.

Promotional Fares and Ridership Gains

VRE offered promotional fares in Zones 1, 2 and 3 during major Metro track work that shut down the entire Yellow Line from September 2022 until May 2023. Ticket sales doubled during the promotion. The temporary reduced fares were designed to encourage people to ride VRE while Metro rebuilt the Yellow Line Bridge/Tunnel over the Potomac River. The VRE Operations Board later extended the fare reduction until November.

Manassas Park Garage

The City of Manassas Park broke ground in July for a parking garage that will provide 540 spaces for riders of VRE's Manassas Line. NVTC's Commuter Choice program provided \$2.5 million for the project. Manassas Park opened Park Central last year as part of an effort to transform its downtown into a transit-oriented, mixed-use, walkable destination. The adjacent garage is being built on city-owned property and is expected to be complete in mid-2025.



Legislative Forum Highlights Regional Efforts, Transformation of Transit Services

NVTC held its annual Legislative Forum in partnership with the Potomac and Rappahannock Transportation Commission (PRTC) and Virginia Railway Express (VRE) on December 1, where speakers and panelists noted the importance of regional coordination for transit service and discussed how the transit agencies that serve Northern Virginia have adapted to post-pandemic travel patterns. Special guest speaker Jen DeBruhl, Director of the Department of Rail and Public Transportation (DRPT), said public transit ridership across Virginia has rebounded since the pandemic. However, she urged the federal government to return more workers to the office, saying the move would boost Metro and VRE ridership.

Keynote speaker Kathy Hollinger, CEO of the Greater Washington Partnership (GWP), spoke of her organizations' focus on the "super-region" from Baltimore to Richmond and the importance of transit and transportation to businesses and other entities throughout that region.

Finally, our Transit Leader Panel talked about how Metro, VRE, OmniRide and the other local bus systems are serving riders. Metro GM/CEO Randy Clarke and NVTC Executive Director Kate Mattice also talked about the agency's fiscal cliff, efforts to adapt the 3% funding cap and efforts to make changes in the law.



Kathy Hollinger, CEO
Greater Washington Partnership



Jennifer DeBruhl, Director
Department of Rail and Public Transportation



Regional Marketing Campaign Celebrates Yellow Line & New Metro Station

NVTC led its fourth regional marketing campaign promoting the use of public transit in Northern Virginia between June and September following the reopening of the Yellow Line Bridge/Tunnel over the Potomac River, as well as the opening of the Potomac Yard-VT Station.

We dramatically expanded the number of radio stations we advertised with from three to a dozen, which expanded and diversified our audience with greater visibility in minority and Spanish speaking communities. The campaign was heard on over a dozen radio stations, podcasts and streaming services and seen across multiple digital and social media platforms, all encouraging listeners and viewers to visit novarides.org.

The campaign delivered over 16 million impressions, driving nearly 60,000 clicks to the NoVaRides.org English and Spanish landing pages. More than 6,000 users clicked to plan their trip on transit using the Moovit app and Waze generated over 14,000 clicks were generated from Waze.

The Department of Rail and Public Transportation funded the campaign, with local matches from our regional partners: Arlington, Alexandria, Fairfax County, OmniRide and Virginia Railway Express.



Yellow Line service is back on track.

Ride With Us!

PLAN YOUR TRIP
NOVA RIDES
novarides.org

¡VIAJA CON NOSOTROS!

Es el momento de colgar las llaves del auto y dejar que nosotros tomemos el volante.

PLANIFICA TU VIAJE

NOVA RIDES



¡VIAJA CON NOSOTROS!

Es el momento de colgar las llaves del auto y dejar que nosotros tomemos el volante.

PLANIFICA TU VIAJE

NOVA RIDES



NVTC in the News

Local, regional and national newspapers, magazines, radio and television stations and podcasts interviewed NVTC leaders and reported on NVTC's programs more than 50 times throughout the year, covering topics including Metro, the Commuter Choice program and NVTC's research reports.

The Washington Post

- › Metro needs millions of dollars, and soon. Leaders are weighing their next move. wapo.st/3QS92P5

Washington Business Journal

- › Next stop: Fiscal cliff, Inherent flaws in Metro's funding model are steering it right into a financial crisis bit.ly/3SVKTKF

DCist

- › General Manager Randy Clarke Charmed Metro Riders In His First Year — But The Real Challenge Lies Ahead bit.ly/49QSi3m

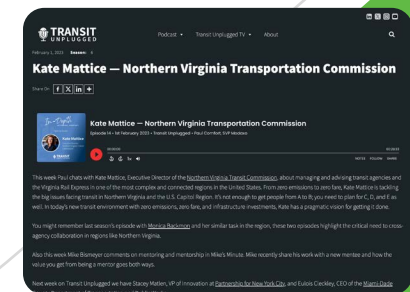
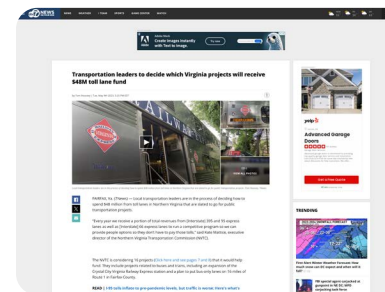
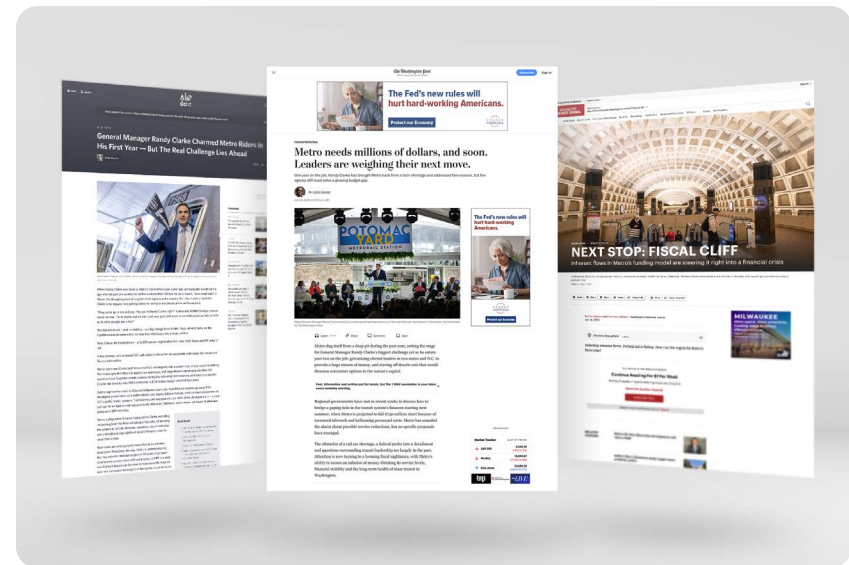
WJLA

- › Transportation leaders to decide which Virginia projects will receive \$48M toll lane fund bit.ly/3sFAaJb

Transit Unplugged

- › From zero emissions to zero fare, Kate Mattice is tackling the big issues facing transit in Northern Virginia bit.ly/46wkOzJ

Read more: novatransit.org/news-and-media/nvtc-in-the-news/



NVTC Takes Active Role in Local, Regional and National Events

NVTC leadership and staff were highly engaged in collaborative efforts across Northern Virginia, the greater Washington region and with national organizations throughout the year. From presenting at and attending conventions, to participating in groundbreakings and ribbons cuttings, to speaking with students in urban planning and public policy, they worked to tell the story of public transit in the region and explain the growing body of work undertaken at NVTC.





NVTC Staff and Commissioners Honored for their Work

APTF Scholarship

The American Public Transit Foundation (APTF) awarded a scholarship to Senior Program Manager Xavier Harmony as he pursues a Ph.D. in Planning, Governance and Globalization.

The scholarship supports APTF'S mission to increase and retain the number of individuals choosing the transit field as a career.



Virginia Transit Leadership Institute

Senior Grants and Procurement Manager and DBE Officer Brittany Sumpter joined the inaugural class of the Virginia Transit Leadership Institute, presented by the Virginia Transit Association.



Outstanding Contribution by an Individual

The Virginia Transit Association (VTA) recognized Commissioner Katie Cristol for her work with the Commission and Arlington County Board. Each year, VTA recognizes outstanding leadership and contributions by individuals who are working to advance public transportation in their community.



MetroNow Coalition Transit Champion

The MetroNow Coalition named NVTC and Executive Director Kate Mattice as its transit champion for October, adding, "We applaud Kate and the NVTC team's efforts to map the value of transit in Virginia and to develop practical proposals for improvements through its WMATA Operating Funding and Reform Working Group."

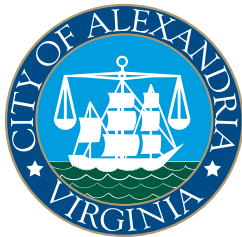
Outstanding Public Transportation Board Member

The American Public Transportation Association (APTA) awarded Commissioner Paul Smedberg as the Outstanding Public Transportation Board Member for his role as Chair of the Metro Board of Directors.

The APTA Awards recognize organizations and leaders in the public transportation industry in North America who have demonstrated significant leadership, are outstanding role models of excellence, and whose accomplishments and innovations have greatly advanced public transportation.



Member Jurisdictions



Partnerships



NVTC's Professional Staff

Transit Fellow Program

NVTC hosted three Transit Fellows 2023



Rachel Inman graduated this year from Virginia Tech with a Bachelor's Degree in Public and Urban Affairs and spent the summer working on bus stop amenity study.



Silas Sullivan completed his Master's Degree in Urban Planning at Virginia Tech and supported the Commuter Choice and WMATA programs.



Nathan Varnell is pursuing a Master's Degree in Public Administration at The George Washington University. He spent the year supporting the Communications team.

The Transit Fellow program is made possible through generous support from the Department of Rail and Public Transportation





From front left: Brittany Sumpter, Kate Mattice, Allan Fye, Monique Blyther, Sophie Spiliotopoulos, Tenley O'Hara, Noman Sayed, Rhonda Gilchrest, Colethia Quarles, Adam Hager, Genoveva Cutrell, Andrew D'huyvetter, Melissa Walker, Matt Friedman, Ben Owen, Ann McGrane, Xavier Harmony, Vikram Sinha, Scott Kalkwarf

Advancing Transit

2023 YEAR IN REVIEW

The 2023 Year in Review is a product of the Northern Virginia Transportation Commission

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