

# Advancing Transit



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

**2021 YEAR IN REVIEW**



# Overview

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## Executive Summary

*We may look back on 2021 as the year we understood the importance of transit in new ways.*

Transit providers and stakeholders recognized that focusing service on peak morning and afternoon commuting patterns does not reach all the people who rely on buses and trains to get them where they need to go. Whether the destination is work, school, the grocery store, a doctor's office or the home of a family member, transit must be a reliable resource available to as many people as possible.

Through its appointments to the Metro Board of Directors, our WMATA Committee efforts and our Annual Report on the Conditions and Performance of WMATA, NVTC continued to communicate with one voice for Northern Virginia, emphasizing the need for safe, reliable and equitable Metrorail and Metrobus service.

NVTC's programs, including our innovative Commuter Choice program, adapted to reflect an altered transit landscape while finding ways to be flexible as the continuing COVID-19 pandemic led to unpredictability in many aspects of our lives.

Our staff continue to research and analyze emerging technologies and policy approaches that will benefit riders, including zero and reduced-fare transit passes which can help make transit more accessible and equitable; microtransit,

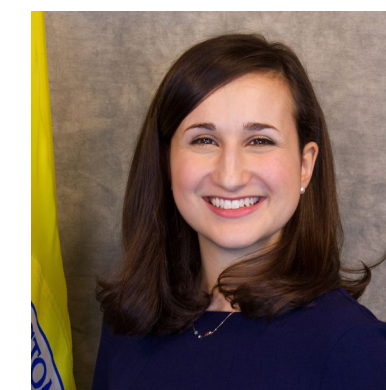
which addresses the "last mile" problem of transit connectivity; bus lanes that ensure transit priority, which improves travel times and makes buses more appealing; and increasing understanding of the operational and infrastructure changes needed to transition bus fleets to low and zero-emission.

We also launched the next phase of our Envision Route 7 bus rapid transit corridor efforts with the launch of our Phase IV Mobility Study focused on the bus alignment through the City of Falls Church to Seven Corners.

By the nature of our work, we at NVTC are always looking to the future and at ways we can improve and expand travel options in Northern Virginia. This forward-thinking approach will continue to guide us despite the challenges we confront.



Kate Mattice  
Executive Director



Katie Cristol  
NVTC Chair

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# Commissions Operations

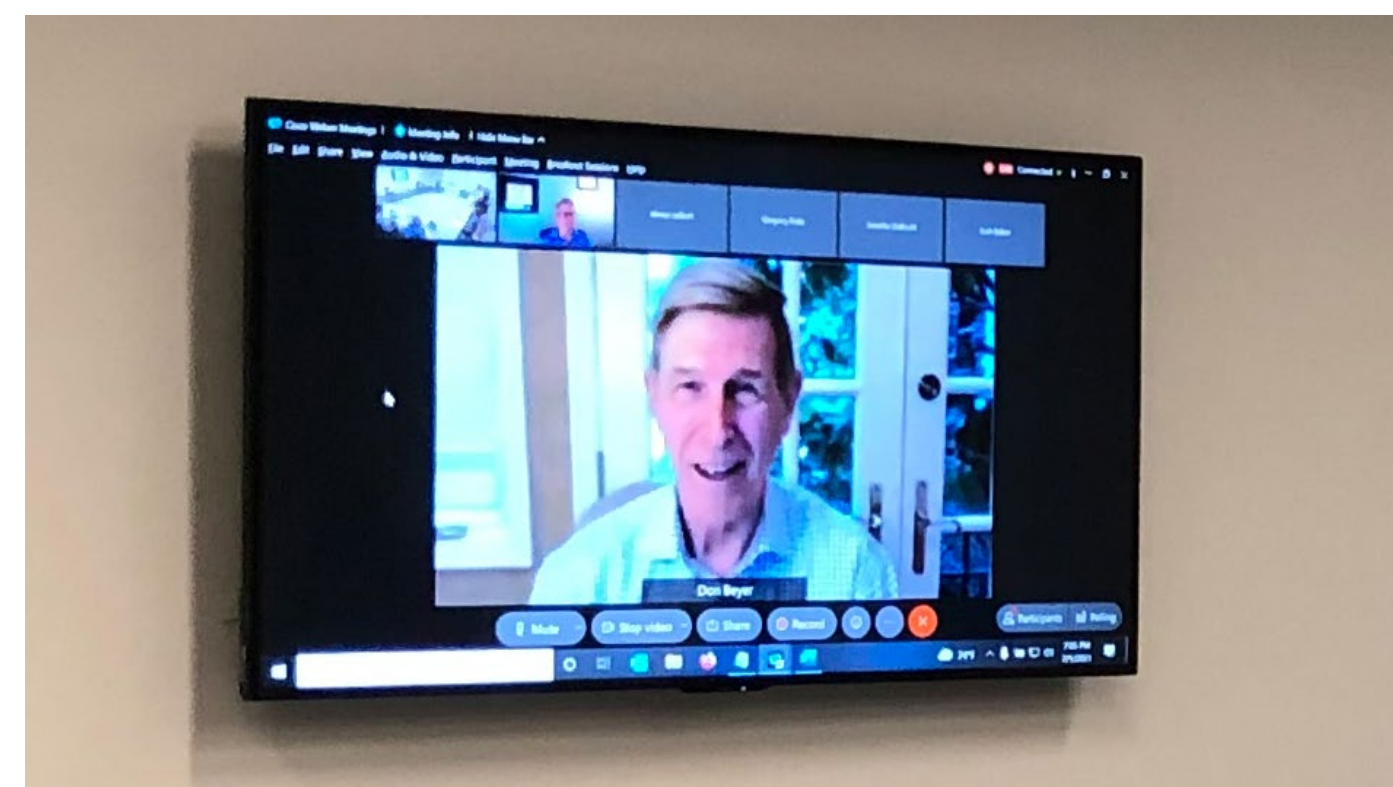
## Commission Resumes In-person Meetings

*Commissioners filled the first-floor conference room at 2300 Wilson Boulevard for the first time since March 2020 on the evening of July 1, 2021.*

The resumption of in-person Commission meetings marked a new era in the recovery from the COVID-19 pandemic and coincided with the news that 70% of eligible adults in Virginia had been vaccinated.

The meeting also featured the first use of video technology to allow some Commissioners to participate remotely, though the June 30 expiration of Gov. Ralph Northam's emergency declaration meant the law again required an in-person quorum.

The use of video conferencing technology added a new dimension to Commission meetings, allowing guests to join virtually for the first time in Commission history. Congressman Don Beyer received the honor of being the first speaker to address the Commission by video.



# Commission Officers 2021

## 2021 NVTC Officers



**Katie Cristol**   
NVTC Chair  
Arlington County

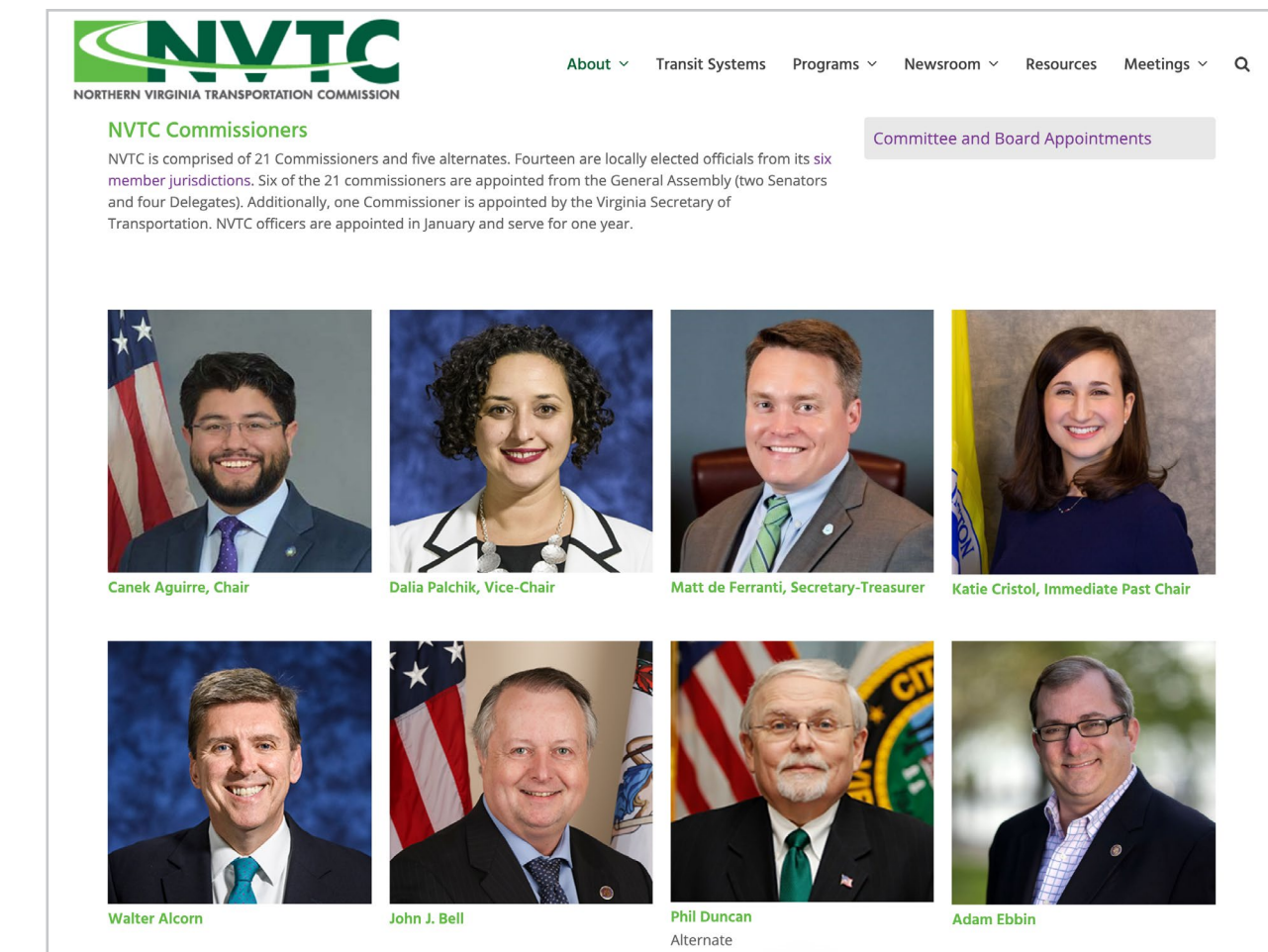


**Canek Aguirre**   
NVTC Vice-Chair  
City of Alexandria



**Dalia Palchik**   
Secretary-Treasurer  
Fairfax County

## Meet our Commissioners Online

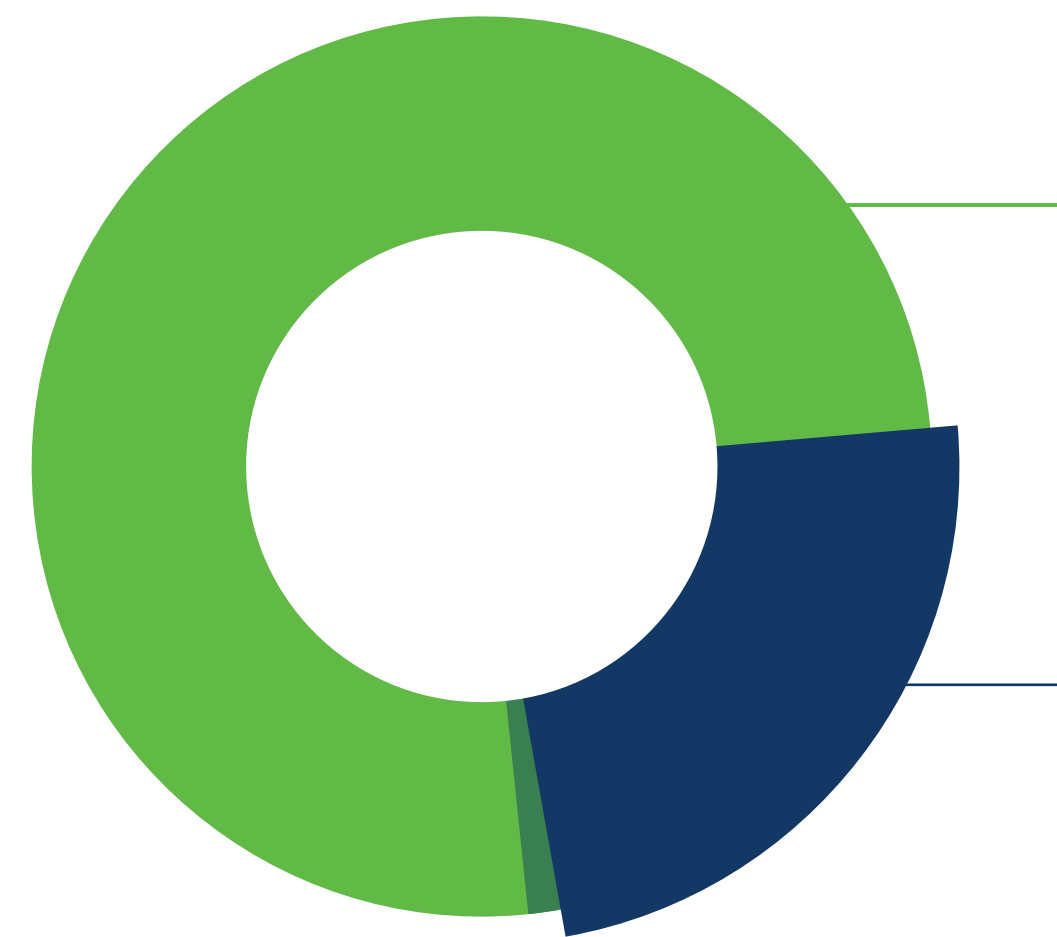


[View All Commissioners Here](#)

# Financial Management

NVTC fiscal year 2021 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, three special revenue funds — one for transit activities, another for the I-66 Commuter Choice program and one for the I-395/95 Commuter Choice program — and an enterprise fund for NVTC's share of ownership in Virginia Railway Express.



**\$168.4 MILLION**  
DISPERSED FOR WMATA

**\$52.6 MILLION**  
DISPERSED FOR LOCAL SYSTEM NEEDS

**\$191.6 MILLION**  
**SPECIAL REVENUE**

During fiscal 2021, the transit special revenue fund allocated \$191.6 million in state and regional assistance to member jurisdictions.

**\$15.4 MILLION**  
**COMMUTER CHOICE PROGRAM**

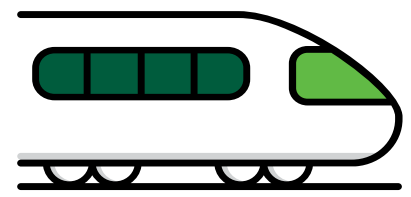
The special revenue funds for the Commuter Choice program received \$15.4 million in fiscal 2021 and disbursed \$11.5 million for regional projects.

**\$172.9 MILLION**  
**ENTERPRISE FUND**

NVTC maintained an enterprise fund, recognizing NVTC's share of ownership of VRE, which equaled \$172.9 million as of June 30, 2021.

# Financial Management

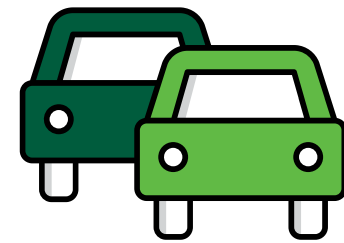
**\$16.5 MILLION**



**TRANSIT ASSISTANCE**

Department of Rail and Public Transportation transit assistance to VRE, for which NVTC served as recipient, totaled \$16.5 million.

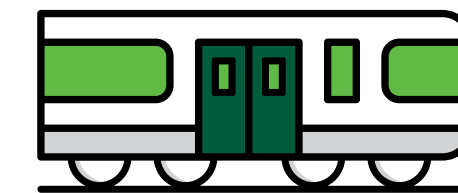
**\$17.7 MILLION**



**REVENUES**

Revenues from the regional gas tax, which NVTC received and disbursed to WMATA for operating and capital requirements, equaled \$17.7 million.

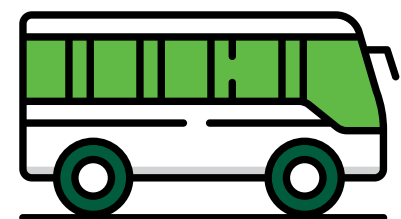
**\$173.6 MILLION**



**STATE ASSISTANCE**

State assistance for WMATA, through NVTC, came to \$173.6 million.

**\$34 MILLION**



**STATE ASSISTANCE**

State assistance for which NVTC applied on behalf of its member jurisdictions' transit systems, came to \$34 million.

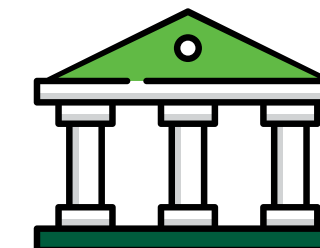
**\$277 MILLION**



**RECIPIENT OR AGENT OF FUNDS**

NVTC served as the recipient or agent of funds totaling more than \$277 million in fiscal 2021.

**\$30.8 MILLION**



**FEDERAL GRANTS**

Federal Grants on behalf of two NVTC jurisdictions totaled \$30.8 million, of which \$2.9 million was received in fiscal 2021. NVTC served as recipient for the awards and ensured its jurisdictions' compliance with Federal Transit Administration requirements.

# Metro Policy and Governance

**NVTC enjoys a special relationship with Metro. That includes the appointment of two principal members of the board of directors.**

In 2021 Paul Smedberg of Alexandria, the governor's appointee, was selected to serve a third term as chair and Matt Letourneau of Loudoun County became the chair of the board's finance and capital committee. Through our board appointments, we continue to advocate for Virginia's interests.

That included the use of three rounds of pandemic relief federal funding to keep vital Metrobus and Metrorail service running. The Coronavirus Aid, Relief, and Economic Security (CARES) Act to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and American Rescue Plan Act (ARPA) of 2021 provided Metro with over \$2.8 billion in federal aid for transit to help improve safety, sustain operations and avoid layoffs.



\$349 million of the aid from all three bills was provided as a credit of non-federal funding to the jurisdictions to maintain local transit service. The latest aid bill, the ARPA, provided Metro with the ability to sustain operations through FY 2023 but the aid will be exhausted in FY 2024 with a projected operating budget gap of at least \$500 million. This aid provides Metro with the ability to improve service, navigate uncertainty and sustain a multi-year recovery period that can help position Metro for post pandemic recovery. We also pressed for fare policy changes to benefit riders in Northern Virginia, including fare and service improvements Metro implemented in September.

We published our fourth *Report on the Performance & Condition of the Washington Metropolitan Area Transit Authority (WMATA)* in December. This year's report focuses on strategies to rebuild ridership: leveraging federal aid to sustain service levels; implementing attractive fare and parking policy changes; and encouraging and communicating a safe return to transit. The report outlines the expenditures of the Commonwealth's WMATA Capital Fund, which provided \$154 million in dedicated capital funding to WMATA in FY 2021 and contributed to its \$1.8 billion capital budget to support system safety and state of good repair improvements.

NVTC's WMATA Committee, led by Chair Canek Aguirre, provided a forum for focused discussions on Metro issues

and refinement of the recommended strategies found in the *Report on the Performance & Condition of the Washington Metropolitan Area Transit Authority (WMATA)*. The committee also developed comments on Metro's proposed FY 2023 budget, reviewed Metro fare policy and structure, and reviewed the progress of Metro's Blue/Orange/Silver Line Capacity and Reliability Study.

**Download the Report Here**

CIP Category	CIP Program	FY 2021 Actual Expenditures (Millions)
Roller Investments	Roller Acquisition	\$1.5
	Roller Maintenance/Overhaul	\$1.5
	Roller Maintenance Facilities	\$7.9
<b>Total</b>		<b>\$10.9</b>
Rail Systems Investments	Problems	\$19.2
	Signals & Communication	\$4.9
<b>Total</b>		<b>\$14.2</b>
Track and Structure Rehabilitation	Fixed Rail	\$19.6
	Structures	\$6.7
<b>Total</b>		<b>\$17.4</b>
Platforms and Passenger Facilities Investments	Platforms & Structures	\$21.4
	Vertical Transportation	\$2.4
<b>Total</b>		<b>\$23.8</b>
Bus and Paratransit Investments	Bus Maintenance/Overhaul	\$1.8
	Bus Maintenance Facilities	\$1.2
	Bus Passenger Facilities/Investments	\$2.9
	Bus Passenger Facilities/Investments	\$2.8
<b>Total</b>		<b>\$8.7</b>
Business Support Investments	Information Technology	\$19.2
	Metro Transit Police Department	\$0.2
<b>Total</b>		<b>\$19.4</b>
<b>Total Capital Programs</b>		<b>\$154.9</b>

# Metro Regional Response Coordination

## *NVTC continued its work to ensure regional cooperation during continued Metrorail station platform reconstruction.*

Arlington Cemetery Station closed in February and the station's reopening in May signaled the end of work to rebuild 12 outdoor stations in Northern Virginia. Those projects closed stations in 2019, 2020 and 2021 and necessitated the implementation of shuttle buses and other mitigation efforts to keep transit service running. NVTC convened regular meetings with Metro, the Northern Virginia cities, counties, and transit agencies affected by the shutdown, and federal and military partners to achieve a high level of cooperation among varied stakeholders.

Staff and regional partners also began planning for the fall 2022 shutdown of the Yellow Line bridge, which carries the line across the Potomac River. The major capital project will rehabilitate the bridge repair, the steel lined tunnels between Pentagon and L'Enfant Plaza Stations, both of which date to original construction more than 40 years ago.



photo by [Kevin Harber](#)

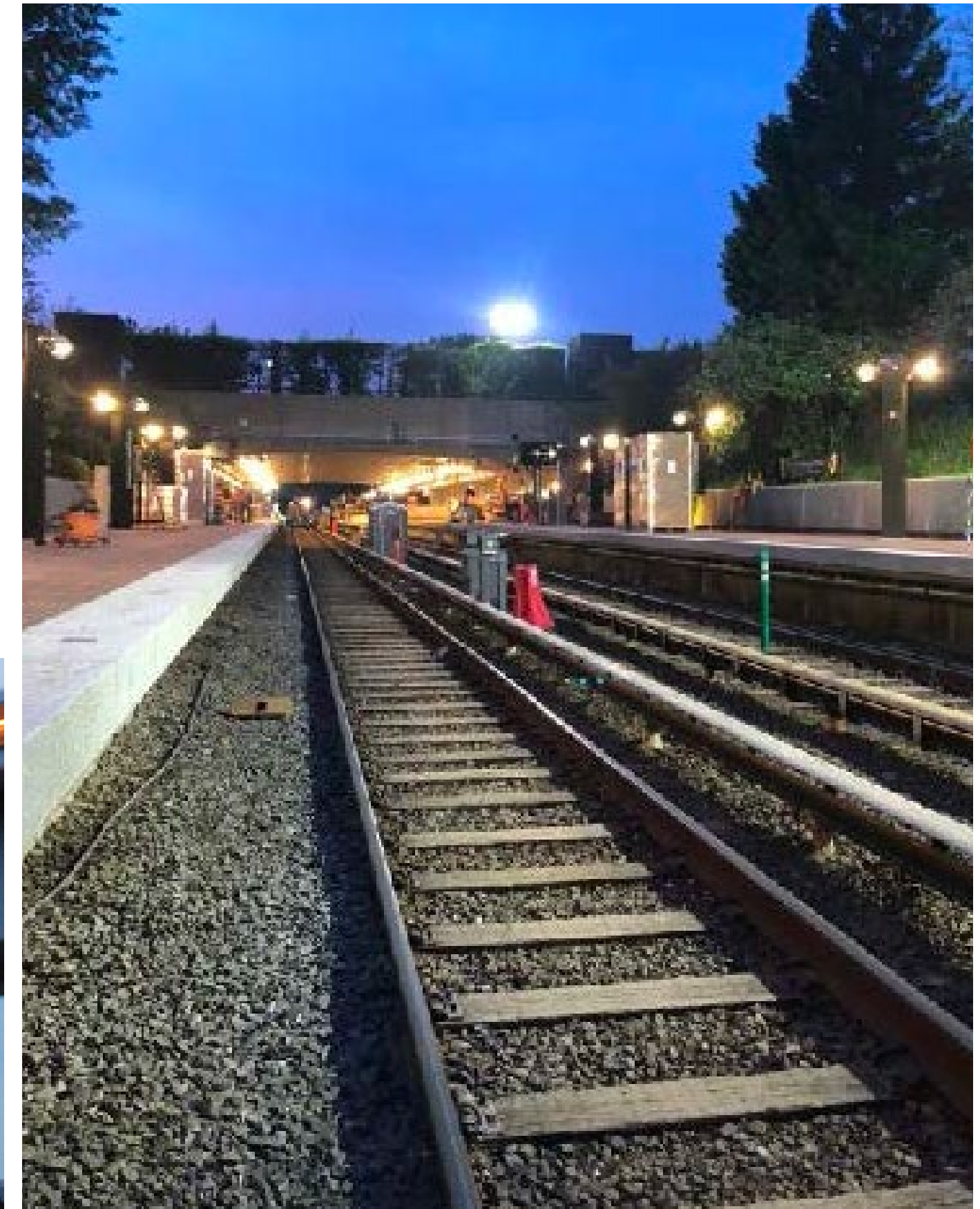


photo by Metro



# Commuter Choice

Commuter Choice has funded 53 projects worth \$92.7 million since 2017.

**40** Buses to operate expanded services that will remain in use to the benefit of I-66 and I-395/95 corridor commuters even after any associated operations support ends

**28** Bus Service Improvements including 14 new express bus routes

**9** Transit Capital Improvements including park-and-ride and bus stop improvements

**5** Commuter Incentive Programs

**3** Bikeshare Network Expansions

Commuter Choice includes transformative efforts such as:

- Frequent all-day DASH connections to Metro and express buses
- A second entrance at McLean Station to serve new development
- OmniRide's first Stafford County commuter routes
- Faster bus trips to and from Rosslyn with a dedicated peak-period lane

Commuter Choice will support grant recipients as they prepare for commuters to return to worksites, providing flexibility as demands change. *The Commuter Choice Annual Report Fiscal Year 2021* provides additional detail on funded projects.

**Commuter Choice**  
2021 ANNUAL REPORT

**A Vital Resource during COVID-19**

As we explore throughout this year's report, the COVID-19 public health emergency led to significant changes in travel patterns across our region.

NVTC's Commuter Choice team provided grant recipients flexibility during this unusual and challenging year to respond to sharp changes in demand for travel. All transit operators temporarily reduced or suspended some of their bus service improvements funded by the program, while in the case of transportation demand management campaigns, agencies adjusted their engagement approaches in response to a large proportion of the area's workforce suddenly working from home.

Commuter Choice has continued to reimburse actual expenses incurred in carrying out each project — for instance, reimbursing the costs associated with operating the reduced bus service provided on a route — thus ensuring that the funds are still accessible to grant recipients and that they are only supporting approved activities that benefit toll payers.

Particularly during the peak of the public health emergency, the overall profile of continued public transit customers across the region (and country) shifted significantly away from a commuter-based model. In addition, many of the people continuing to ride transit were lower-income, non-white and traveling to employment, health care and other essential needs.

Commuter Choice funding afforded grant recipients the opportunity to keep services in operation at levels that helped to meet these critical travel needs while also ensuring safe onboard spacing for customers.

Northern Virginia's transit providers kept services rolling during the COVID-19 public health emergency — including many commuter routes such as those supported by Commuter Choice — to support essential trips.

24% of regional transit users reported continuing to use transit similarly or more often during the peak of the public health emergency last year.

92% of continued transit riders reported using service to get to and from work — particularly food service and healthcare jobs.

**Active Projects**

Project Type

- Bus Service
- Access to Transit
- Roadway Operations
- TDM
- Rail Capital

Map showing active projects across Northern Virginia, including Loudoun County, Fairfax County, Prince William County, Stafford County, and Spotsylvania County.

Download the Report Here

# Commuter Choice



## DASH Commemorates New Network

*The Alexandria Transit Company, a.k.a. DASH, and the City of Alexandria commemorated the launch of the New DASH Network and the introduction of free fares on all DASH buses September 23.*

The new network includes the introduction of major service increases in West Alexandria, which are made possible by NVTC's I-395/95 Commuter Choice grant program.

Through our Commuter choice program, NVTC has been able to make focused investments that are integral to the reimagined DASH system, including funding more service on the DASH 35 bus route from Van Dorn to the Pentagon and the DASH 36 bus route from Mark Center to Potomac Yard so that both routes operate every 15 minutes or better all day.

These bus routes are some of the strongest performing in the system and we are proud to be a part of making that happen.



## Commuter Choice Helps Fund Spotsylvania Park & Ride

Executive Director Kate Mattice and Commuter Choice Program Manager Ben Owen grabbed shovels and helped break ground for a new park and ride commuter lot in the Massaponax area of Spotsylvania County on August 24. Commuter Choice money will be used to support the cost of building the \$16.5 million, 700-space project close to Route 1 and Exit 126 off I-95.

While the Commuter Choice program for the I-95/395 corridor supports a growing number of transit and commuter services available to residents in the Fredericksburg region, this is the first program-supported construction project physically located in Spotsylvania County.



# Transit Technology

NVTC's Transit Technology program featured several major projects examining emerging trends, including the publication of the *2021 Northern Virginia Regional Fare Collection Strategic Plan*, a white paper on *Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers* and a symposium and roundtable on zero-emissions buses.



[Download the Report Here](#)

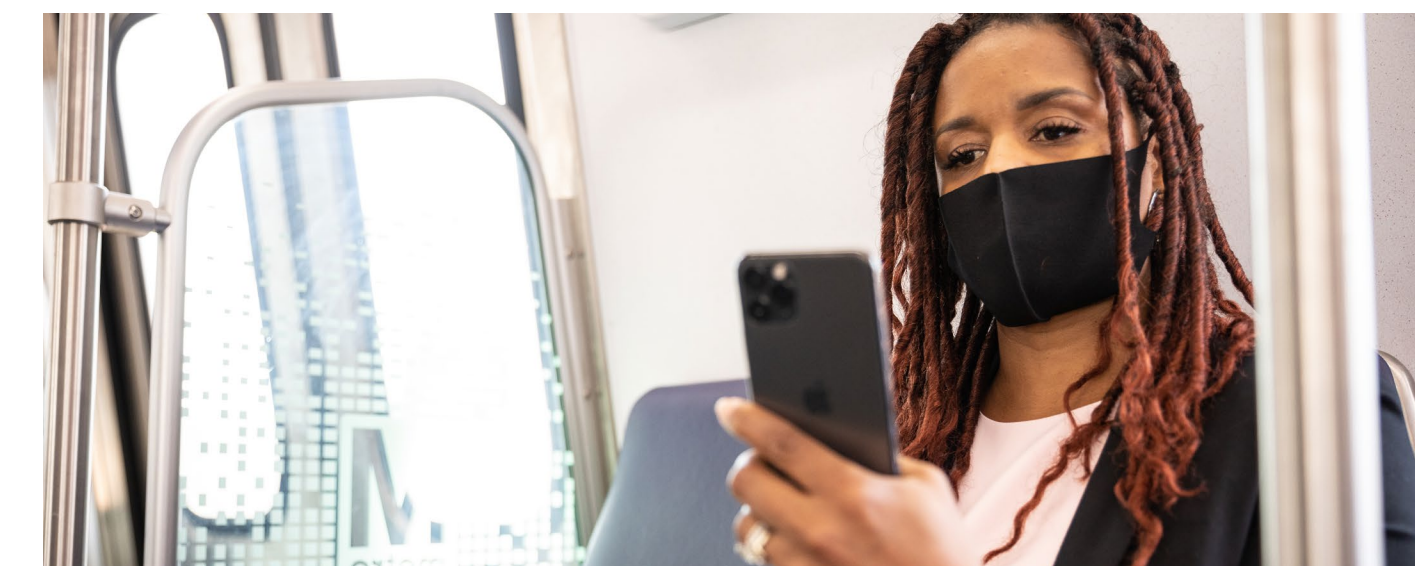
[Download the Report Here](#)

The *2021 Northern Virginia Regional Fare Collection Strategic Plan* establishes goals and objectives for NVTC's support of regional partners in maintaining and modernizing fare payment and collection technology and provides a shared vision with local flexibility for fare collection and technology in the region. NVTC led regional partners in implementing the actions established by the plan, completing most immediate actions, achieving substantial progress on near-term actions and laying the groundwork for long-term actions.

NVTC developed the *2021 White Paper Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers* to provide Commissioners and Northern Virginia's bus system decision-makers with policy and technical considerations for zero-fare and reduced fare transit service. The paper provides a high-level overview of the options and topics to consider when evaluating new potential fare programs that eliminate or reduce fares.

NVTC held a Zero-Emission Bus Symposium in October, providing Northern Virginia jurisdictions and transit partner staff a platform to highlight, learn and discuss zero-emission bus planning, implementation and procurement to better understand regional zero-emission bus visions and goals. The event facilitated regional knowledge-sharing through collaborative discussion to assist with zero-emission bus system planning.

Other areas of work included coordinating and supporting the design and procurement of next generation fareboxes for regional partners, launch of the SmarTrip mobile app and mobile wallet for Android and Google Pay users, which followed the 2020 introduction for Apple iOS users; supporting accelerated innovation such as procurement for rear-door payment validation; and continued support for the National Transit Database (NTD).



# Transit Resource Center

## Transit Data

NVTC'S Transit Resource Center continued to analyze traffic and transit data to understand the effects of the pandemic on travel patterns for people driving and riding transit.

Following national trends, the biggest impacts continued to be on daily commuting trips as many employees continued to work from home or only partly returned to work in person.

Metrobus and Northern Virginia's local and regional bus systems retained high percentages of pre-pandemic ridership as they provided vital trips and support frontline, essential workers.

Ridership remained suppressed on Metrorail and Virginia Railway Express (VRE) compared to pre-pandemic patterns. The widespread adoption of COVID-19 vaccines coincided with upticks in people riding both systems until the emergence of the delta and omicron variants and the October Metrorail derailment which took the majority of railcars out of service for the rest of the year

## ENVISION ROUTE 7

The Commission approved a contract to continue the study for a bus rapid transit (BRT) system connecting Tysons, Falls Church, Arlington and Alexandria. Route 7 is the second busiest bus corridor in Northern Virginia, with ridership that remained strong during the COVID-19 pandemic. BRT on Route 7 would upgrade transit quality through the 11-mile corridor, connect major job centers, connect to two Metrorail stations and one other planned BRT service. NVTC analysis predicts the route would serve more than 7,500 transit dependent riders each weekday.

This latest study phase for the Envision Route 7 BRT will look at mobility benefits of BRT and identify traffic impacts and operational issues. The effort also includes broad, comprehensive public engagement.



# Virginia Railway Express

*Virginia Railway Express (VRE), which NVTC co-owns with the Potomac and Rappahannock Transportation Commission, returned to full service in June after running fewer trains for more than a year due to the COVID-19 pandemic.*

The increase in service, noted by VRE CEO Rich Dalton, was specifically aimed at providing more frequent trains for those returning to work in person. Running the full schedule also allowed for greater social distancing on railcars and train platforms.

VRE also took a number of forward-looking steps in 2021. U.S. Secretary of Transportation Pete Buttigieg joined Gov. Ralph Northam, VRE Operations Board Chair Elizabeth Bennett-Parker and others at the Alexandria station to finalize agreements with Amtrak, CSX and VRE to advance construction of a new Long Bridge and other major investments that will transform passenger, commuter and freight rail in Virginia.

The partnering agreements support the construction of a \$1.9 billion bridge over the Potomac River dedicated to passenger rail, acquisition of 386 miles of railroad right-of-way and 223 miles of track from CSX, and an investment of more than \$1 billion in additional infrastructure improvements by the Commonwealth. These investments will allow Virginia to expand Amtrak

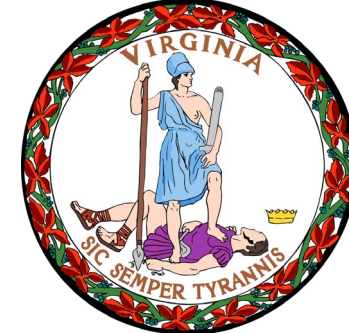
and VRE services, create a pathway for the separation of freight and passenger rail in Virginia, and preserve future rail corridors.

Both commissions approved additional measures in 2021 to benefit VRE. They include the purchase of 21 new railcars, action to move forward with a new station at Potomac Shores in Prince William County and expansion and modernization of several other stations include key stations at Alexandria, Crystal City and L'Enfant Plaza.



# Partnerships

*NVTC partners with local, state and federal agencies and governments, as well as private and public regional organizations and colleges and universities to work on continually improving and expanding transportation networks throughout the region. These are a few of the organizations we joined with in 2021.*



Federal Transit Administration



Virginia Department of Rail and Public Transportation



The Voice of Public Transportation in Virginia



Northern Virginia Transportation Authority  
The Authority for Transportation in Northern Virginia

# Partnerships



## Northern Virginia Transit Marketing Campaign

NTVC conducted its second regional marketing campaign from January to June with the key message, "Moving Forward Together." The campaign received financial and organization support from the Virginia Department of Rail and Public Transportation, Arlington and Fairfax Counties, the cities of Falls Church and Fairfax, OmniRide and VRE.

The campaign aired on radio stations WTOP and WAMU and appeared online, on social media and on audio and video streaming services. The ads performed well above national benchmarks and encouraged people to visit [novarides.org](https://www.novarides.org) to learn about transit options and pandemic-safety protocols for transit.



## Virginia Transit Association Hosts Conference in Tysons

The Virginia Transit Association (VTA) held its two-day conference at the Marriot in Tysons Corner in September. The event brings together transit operators and policy makers from across the Commonwealth to talk about the latest trends in the industry. Commissioners and staff played an active role in the gathering: Fairfax County Board of Supervisors Chair Jeff McKay helped lead off the conference by welcoming attendees to the county; Metro Board Chair Paul Smedberg moderated the opening panel discussion Transit Equity—Central to Our Success; NVTC Director of Programs & Policy Allan Fye moderated a panel on Delivering Innovation for Transit and Mobility; and Communications and Public Affairs Manager Matt Friedman served as a panelist for Post-COVID Transit—Lessons Learned—Ridership Recovery & Marketing.



## Blue/Orange/Silver Corridor Capacity & Reliability Study

NVTC staff served on the technical and strategic advisory committees of Metro's Blue/Orange/Silver Corridor Capacity & Reliability Study which seeks to address capacity constraints in the Rosslyn Metrorail tunnel. NVTC staff provided comments to Metro on the development of proposed construction and service as well as the evaluation and cost benefit analysis phases of the study.

# Partnerships



## Bus Priority

NVTC staff participated in several virtual meetings to discuss opportunities to implement bus priority in Northern Virginia. The meetings are part of a new initiative to improve bus service by increasing bus travel speeds and reliability across the entire Washington region. NVTC staff continues to engage with Metro, which is taking the lead on the Bus Priority Program, along with our local transit providers and regional and Commonwealth partners.



## Zero-emission Transit Bus Fleet Transition

NVTC sent a letter to the Northern Virginia and Maryland Congressional delegations in September advocating for federal investment to support the transition to zero-emission buses. The fleet transition will reduce emissions from public transportation and the letter urged critical federal investments in vehicles and infrastructure.

## CC2DCA

NVTC staff have attended meetings as part of the Crystal City to Reagan National Airport Multimodal Connection (CC2DCA) effort, which seeks to develop a multimodal connection between Crystal City and Reagan National Airport. The connection would be used by people walking, biking, and using micromobility devices and could be adjacent to the relocated Virginia Railway Express Station.

## Springfield to Quantico Enhanced Public Transportation Feasibility Study

NVTC joined meetings as part of the Virginia Department of Rail and Public Transportation's (DRPT) feasibility study of enhanced public transportation services between the Franconia-Springfield Metro station in Fairfax County and the Quantico Marine Base in Prince William County. Enhanced transit could include options such as additional express bus services, increased VRE commuter rail expansion, Bus Rapid Transit (BRT), or an extension of Metrorail.





# NVTC In The News

*NVTC appeared in the news on television, social media and in print in 2021. Many stories focused on transit funding in the era of the COVID-19 pandemic, the benefits and challenges of zero-emission buses and insights on projects that are part of NVTC's Commuter Choice program.*

## Key Stories

- › Transportation leaders meet with Sen. Warner, stress urgent need for federal relief money [▶](#)
- › Pete Buttigieg visits Alexandria to sign onto Virginia rail expansion [▶](#)
- › OmniRide unveils new commuter buses [▶](#)
- › Virginia Commonwealth Transportation Board greenlights three projects within NVTC's Commuter Choice program [▶](#)
- › NVTC Report Examines Benefits, Challenges of Zero and Reduced Fares [▶](#)



# In the Community

## Annual Joint Legislative Briefing

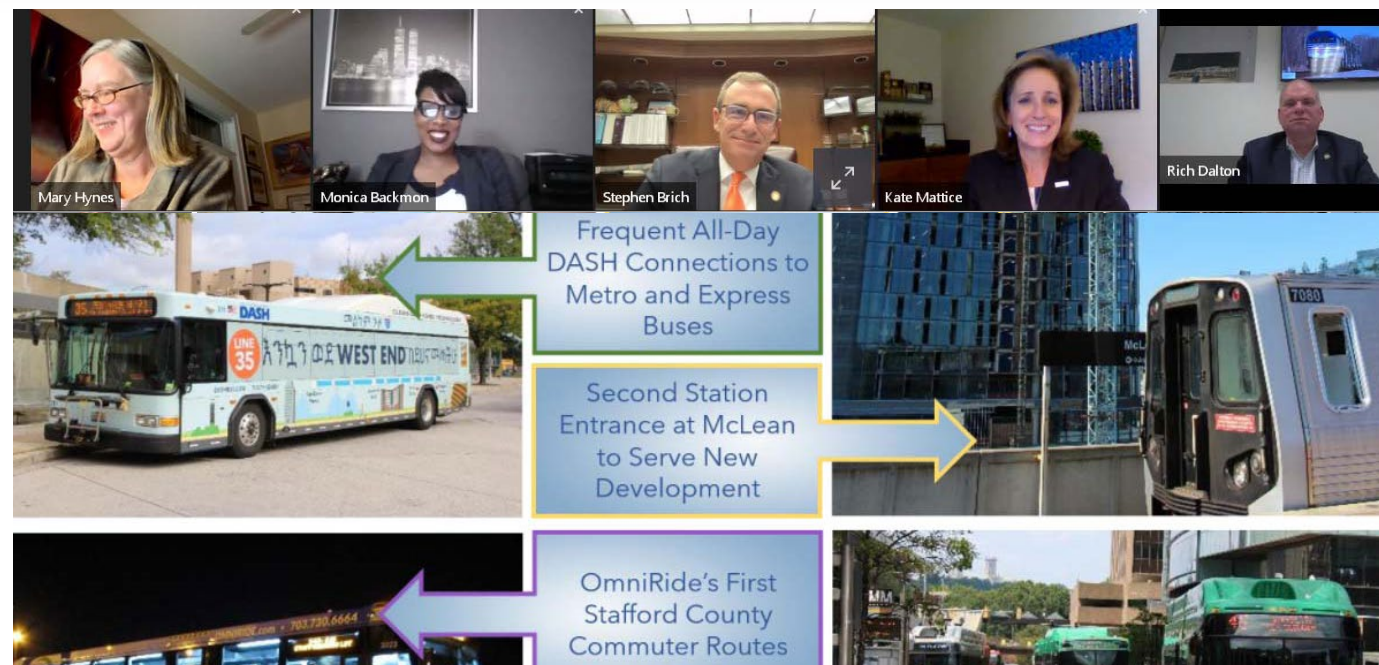
This year's NVTC-PRTC Legislative Briefing resumed in person in December with nearly a hundred people gathered to hear from Under Secretary of Transportation for Policy at the U.S. Department of Transportation Carlos Monje, Virginia Deputy Transportation Secretary Nick Donohue, Metro Board Chair Paul Smedberg, VRE CEO Rich Dalton and PRTC Executive Director Bob Schneider.

Under Secretary Monje gave a breakdown of how the Infrastructure Investment and Jobs Act (IIJA) boosts transit and other transportation infrastructure.

Deputy Secretary Donohue spoke of the significant transportation investments and policy decisions made during the administrations of Govs. Ralph Northam and Terry McAuliffe while Board Chair Smedberg, CEO Dalton and Executive Director Schneider detailed the service changes and financial challenges presented by the major shift in commuting patterns.



# In the Community



## Joint Regional Public Meeting

Executive Director Kate Mattice joined transportation representatives from across Northern Virginia as part of an annual public meeting in December to showcase projects from across the region. It was an opportunity to highlight the work of NVTC's Commuter Choice program.

Participating agencies included the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Northern Virginia Transportation Authority and Virginia Railway Express.



## Commuter Choice Lessons Presented at Tolling Conference

Senior Program Manager Ben Owen presented on the Commuter Choice Program at the International Bridge, Tunnel and Turnpike Association (IBTTA) Conference in Anaheim, California in October.

He provided the audience with an overview of the program and NVTC's partnership with two private concessionaires and the Commonwealth and described how the program supports Northern Virginia's equity efforts and how the program will evolve post-pandemic.



## NoVa Chamber Talks Transportation & Transit Issues

Executive Director Kate Mattice served as a panelist for the Northern Virginia Chamber of Commerce's annual State of Transportation event in September. It was an opportunity to remind business leaders about the importance of transit in Northern Virginia. Nick Donohue, Virginia Deputy Secretary of Transportation, and Monica Backmon, CEO of the Northern Virginia Transportation Authority, joined Kate on the panel, which was moderated by Bob McCartney, former Washington Post writer and editor.

# In the Community



## Talking Transportation to Leadership Professionals

Executive Director Kate Mattice spoke to leadership professionals in November about how important transit and transportation are to sustain economic growth in Northern Virginia.

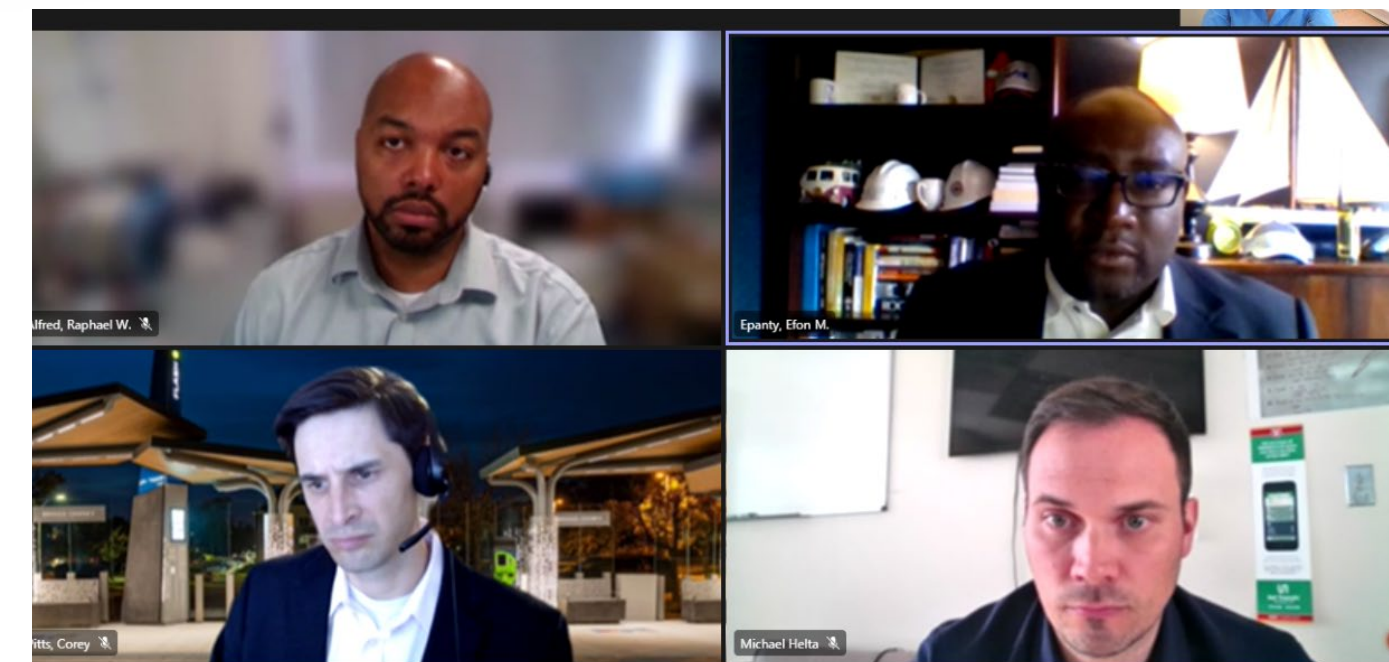
The panel was part of Economic Development Day for the Leadership Arlington Class of 2022. The organization cites its purpose “to transform a highly motivated group of individuals into a network of leaders with the knowledge and commitment to benefit our community.”



## Warner, Kaine Talk Infrastructure at Reagan National

NVTC Vice-Chair Canek Aguirre, VRE Operations Board Chair Elizabeth Bennett-Parker and Executive Director Kate Mattice had the honor of being invited by Sens. Mark Warner and Tim Kaine to join a roundtable discussion about recently completed infrastructure projects at Reagan National Airport and how the surrounding region will benefit from the Bipartisan Infrastructure Investment and Jobs Act in September.

This infrastructure package includes an estimated \$1.2 billion investment over five years to improve public transportation in Virginia, \$25 billion to improve airports across the country like DCA and a federal funding reauthorization for Metro through fiscal year 2030 at current annual levels.



## NVTC’s Transit Technology Program Featured at Regional Meeting

NVTC’s Transit Technology Senior Program Manager Patricia Happ participated in the Washington, D.C. Section Institute of Transportation Engineers (WDCSITE) Annual Meeting as part of a panel on bus technology in November. The panel, organized by WSP, discussed zero-emission buses and fare technology, which are both part of NVTC’s Transit Technology program portfolio.

# Honors



## Chair Cristol Awarded for Environmental Efforts

The Greater Washington Region Clean Cities Coalition (GWRCCC) recognized Chair Katie Cristol and Arlington Transit at its annual luncheon in October. GWRCCC honored Chair Cristol with one of its Visionary Awards for her work with NVTC, the Arlington County Board and Virginia Railway Express, calling her "an outspoken and effective transportation leader for Northern Virginia." The coalition noted "her strong advocacy to address climate change and congestion mitigation by encouraging greater utilization of a safe, dependable and interconnected transit system and to secure essential funding for capital improvements to our region's transportation infrastructure."



photo by [Jeanine Finch](#)

## Commission Snyder Recognized for Enhancing Regionalism

The George Mason University Schar School recognized Commissioner David Snyder for his work as part of its Regional Elected Leaders Initiative (RELI). As Northern Virginia grows and faces new challenges, RELI recognizes the value of working across jurisdictional boundaries and levels of government to identify and implement effective and sustainable solutions. Commissioner Snyder received the honor at an awards dinner in December.

# Advancing Transit

2021 YEAR IN REVIEW

*The 2021 Year in Review is a product of the Northern Virginia Transportation Commission*

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