

NVTC 50th Anniversary **Thursday, September 4th**

- **Role of NVTC in promoting transit in Virginia**
 - **Economic benefits of transit**
 - **Recent NVTC Accomplishments**
 - **Future initiatives**
 - **Importance of transit and NVTC to the state**
 - **Announcement of NVTC Fellowship Program**
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Role of NVTC in promoting transit in Virginia

There are lots of 50th anniversaries this year. 1964 was a big year for federal legislation that shaped our neighborhoods and our cities. Early in the summer Congress passed the Urban Mass Transit Act. And in September, NVTC began its work.

Then there was no Capital Beltway, no subway, no commuter rail. Northern Virginia bus service was run by the Alexandria, Barcroft and Washington Transit Company (AB&W) which mainly operated along and south of Columbia Pike; while the Washington, Virginia and Maryland Coach Company (WV&M) mainly operated along and north of Arlington Boulevard.

Now there's one subway system, five bus systems, a commuter rail system and more transit options coming online. NVTC brought the region together to secure and manage funding for this network of systems.

Then transit routes and service looked very different. The car travel was expanding and systems like the street car that ran to Purcellville were beginning to decline.

Now Increasingly, Virginians are choosing transit over cars. Tourists move all over the region by transit. More and more, Millennials and Baby Boomers are looking to transit to make their lives work. There are the 156 million transit trips taken annually in Northern Virginia -- more than half a million daily commuter trips are transit trips. More and more Virginians choose transit to get where they need to go and businesses rely on transit as part of their business model.

Then there were paper farecards and tokens.

Now Transit riders use SmartTrip across all of Northern Virginia's transit systems and NVTC is working with WMATA and regional transit systems on a new system that will let you use your Smart phone, your credit card or even a government ID to pay transit fares. NVTC has also been a catalyst for Electronic transit schedules and ride matching.

Then most drove to work.

Now 54% of jobs in the Washington D.C. metropolitan area are within a ½ mile of a Metrorail stations. Each work day there are 550,000 trips by transit.

Then From the beginning NVTC began to shape the future of transportation in the region. At its first business meeting, the Commissioners began discussing how to build the regions first commuter rail system.

Over the years, NVTCs helped create systems we enjoy **now**:

- WMATA (1967) which lead the way to MetroRail (1967)
- Nation's first transit way—Shirley Highway Bus Project (1971)(then exclusive lanes for bus now HOV lanes)
- Region's first park and rides known as "Fringe" parking lots (1972)
- Virginia Rail Express (1992)

Since its inception in 1964, NVTC has brought the region and its transportation leaders and experts together to:

- Create Washington Metropolitan Area Transit Authority (WMATA)
- Found and co-own the Virginia Railway Express (VRE) commuter rail with the Potomac and Rappahannock Transportation Commission.
- Support five of Northern Virginia's local bus systems DASH, ART, CUE, Connector and Loudoun County Transit. By the end of 2014 these bus systems will provide more than half of all bus service in the region.
- Help build the region's first Park & Ride lots – known as "fringe" parking lots.
- Deploy technology for fare technologies, travel information and ridesharing and ride-matching.

- Secure funding to sustain these systems and invest in expansion of transit.

NVTC is a valuable state partner whose mission is to achieve an effective regional transportation network in Northern Virginia:

- Steadfast advocate for reliable funding for its transportation network
- Provides a forum for leaders and stakeholders to discuss and improve upon the efficiency and reach of the current transportation system
- Leader in developing transit strategies and innovation to relieve congestion, efficiently managing budgets for transportation projects, providing resources for public education and involvement, coordinating regional collaboration

Governor McAuliffe has established three strategic goals for transportation – prioritization of projects, multi-modality, and engagement of the public and stakeholders. The work that NVTC does and the objectives it sets for itself go hand-in-hand with the priorities this administration is working towards. It is hugely beneficial to the Commonwealth to be able to work in tandem with NVTC in order to achieve these goals.

Economic benefits of transit

- Every public dollar spent on transit returns \$4 in economic benefit according to APTA studies.
- \$1 billion in spending on transit capital supports 16,000 jobs and \$1 billion spend on transit operations supports 24,000 jobs. On average, \$1 billion in transit spending supports 22,000 jobs according to APTA. The Commonwealth's six year transportation budget adopted by the Commonwealth Transportation Board in June is \$3.2 billion, with 75% going to the Northern Virginia district because we recognize the important role that transportation in Northern Virginia plays in the economic viability of the entire state.
- The Columbia Pike streetcar in Arlington and Fairfax counties is anticipated to generate \$2.2 to \$3 billion in economic activity and \$425 million in total additional tax revenue. This

includes \$14.7 million in retail sales tax revenue and \$13.7 million in income tax revenue for the Commonwealth of Virginia.

- The Commonwealth has committed to providing 50% state funding for this \$270 million project in the Six Year Improvement Program.
- WMATA carries 400,000 trips daily in Virginia. 45% of workers going into the DC core use Metro. 2 million jobs in Northern Virginia are within 1/4th mile of a rail station.
- Northern Virginia's population is growing steadily and economic and population growth is only projected to continue for decades. With that growth comes significant transportation needs and WMATA's Metro 2025 Momentum Plan is critical to addressing these needs.
 - Momentum's initiatives include core capacity improvements; creating new connections; maximizing the capacity of the system during peak periods; and improving the service, speed and reliability in the priority corridor network.
 - The projects in Metro 2025 will reduce road congestion, save money throughout the region, add riders to the Metro system, and make Metro rides more comfortable and efficient.
 - Benefits of investing in Metro 2025
 - Adding two extra cars to every Orange and Silver Line train running through Fairfax and Arlington is the equivalent of widening I-66 by two lanes
 - Providing these investments would results in 133,000 jobs in the region
 - There will be 9% more new jobs due to congestion relief with Metro 2025
 - There is a \$130 million annual benefit of having fewer cars on the road because of Metro 2025
- This is why Virginia, including the local funding partners, was the first jurisdiction to commit \$25 million to WMATA for a down-payment on the \$6 billion Metro 2025 plan.

- The Commonwealth has also apportioned \$187.4 million for WMATA operating and capital costs. This includes \$50 million in PRIIA match funding, \$42.1 in capital support and \$99.2 million in operating support to NVTC Jurisdictions.
 - In its FY15 budget, Virginia's Department of Rail and Public Transportation is providing \$137.4 million in direct state support for operating expenses for transit agencies in Northern Virginia and \$160.9 million in direct state support for capital. This includes \$91 million in operating assistance and \$42 million in formula capital assistance, plus an additional \$50 million in PRIIA funding for WMATA.
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Recent NVTC Accomplishments

Dulles Corridor Metrorail Project (Silver Line)

- The opening of the Silver Line is just part of the great news for expanding transit connectivity. To coordinate with the opening of Silver Line service, Fairfax County Connector dramatically changed bus service to increase the number of connections with the Silver Line and opened a new state-of-the-art multi modal transit center at Wiehle-Reston East Station. The realigned service connects Metrobus, Fairfax Connector, Loudoun County Transit, and OmniRide from Prince William County.

Potomac Shores Station

- In one month, VRE broke ground on two new VRE Stations at Potomac Shores and Spotsylvania Station. Both stations will be engines of economic development and connect the rest of the region to Spotsylvania and Prince William.
- The Potomac Shores station is being built as part of larger economic development project for the area around a new town center; includes new home and business construction, new Jack Nicklaus golf course, employment and business opportunities

- It is one part of a package of key congestion relief and increased capacity projects contributing to increased commuter, intercity passenger and freight train fluidity in the I-95 rail corridor

Metroway

- A little more than a week ago, Alexandria with Arlington opened Metroway, the region's first Bus Rapid Transit (BRT).
- We see this project as the first link in a broader regional system of high-capacity transit projects.
- This Transitway provides critical connections to the Crystal City Metro Station, and a reliable and convenient source of transportation using hybrid buses
- Project was funded by a combination of federal, state and local funds, with the Commonwealth contributing over \$1 million as a match to federal funds
- Excellent example of maximizing the capacity of an existing right-of-way and having a dedicated lane for BRT
- This is another important project that has answered the overall need for transportation choices and capacity improvements in a very congested area

Future Initiatives

NVTC will continue bringing the region together to:

- Help build and sustain a transportation system gets people to work and connects businesses to customers.
- Keep NoVa at the forefront of innovative transit that delivers for the taxpayer and the rider by:

- Fully implementing the one of the nation's first Bus Rapid Transit system;
- Connecting local bus in truly regional network
- Expanding commuter rail in Virginia and the National Capital Region
- Building Core Capacity of Metro
- Opening the Fairfax-Arlington Street Car and connecting it to other regional transit
- Moving from planning to transit solutions on major corridors
 - Rt.1 --- Study will recommend transit solutions by the end of the year
 - I-66 --- Work underway to expand capacity of I-66 outside the beltway including a rapid bus transit solution; connecting that other transit systems will be key to the success of that project
 - Rt.7--- Work is under way to determine best transit solution for this historic corridor and NVTC is leading the effort

Importance of transit and NVTC to the state

NVTC brings the region together to invest in transit which is vital to our state's economy. Transit drives the economy by connecting people to work and businesses to employees and customers.

- 54% jobs in the region are within a ½ mile from a Metrorail station
- 550, 000 commuter trips are by transit each work day
- 19,000 passengers are carried via VRE each day which represents one lane of traffic on both I-66 and I-95
- 76% of all transit trips in the Commonwealth of Virginia are in NoVA - a total of 156M transit trips annually
- 52.47 miles of Metrorail and 25 Metrorail stations are located in Virginia
- VRE now operates 30 trains, 111 railcars, 16 stations in Virginia (18 overall) and 90 miles of track
- Metrobus now has 335 routes and 15,000 bus stops throughout the region

All of NVTC's connections point to tangible outcomes that strengthen the entire Commonwealth. Transit in Virginia capitalizes on Governor McAuliffe's initiative to create a New Virginia Economy by attracting the workforce of the future, supporting business growth and moving people and goods throughout the Commonwealth. The work that NVTC does – and it does it well – is vital to the economic growth this administration is building. We see NVTC and the Northern Virginia jurisdictions as key partners to the state, and we are proud to work with such innovative, progressive organizations. On behalf of the Commonwealth, I congratulate you on this incredible milestone.

Announcement of NVTC Fellowship Program

Finally, I am pleased to announce the official launch of the NVTC Fellowship Program and to introduce the first three fellows under this program.

This fellowship is designed to provide a professional development opportunity for mid-career transportation specialists, as well as college graduates and graduate students. Fellows will gain in-depth knowledge of transit policy, planning and funding issues, and an understanding of the policymaking process. More importantly, NVTC, the Commonwealth and, indeed, the industry will gain research products they can use to move transit forward.

NVTC partnered with Virginia, the National Capital Region's universities and others to make this program happen, and the Department of Rail and Public Transportation is proud to be the primary funder of the program this year.

I have three fellows to introduce to you tonight. I would ask that you each stand now so we can recognize your work.

Richard Price, recently enrolled in the Transportation Policy Certificate Program at George Mason University, developed our draft Business Outreach Plan. His research formed the basis for the case studies for "How Transit Works for Business" as well as the foundation for NVTC's upcoming forum on the economic benefits of transit.

Zach Hanson, a VCU graduate has just started a graduate planning degree at the University of Virginia.

- Zach's work serves as the basis for an upcoming technical workshop at VML on the implementing HB2, VTRANS, and the Capital Funding Cliff.

- Finally, Zach also compiled a literature survey that will be customized for researchers, policy makers, and business leaders on the economic benefits of transit.

David Koch, a planner with a graduate degree from Rutgers, international transportation experience in Cameroon, and regional experience in transportation demand management.

- A few weeks ago David joined NVTC to focus on data and process visualization and a “gap analysis “of regional planning activities.
- David’s begun developing a reference on regional planning that will help NVTC and jurisdictional staff turn NVTC’s strategic goals into results.

Will you join me in a round of applause?

NVTC will be continuing the fellowship program with the selection of another group of candidates later this fall with hopes to expand this program further in years to come.