



With demand for mobility on the rise, the need to invest in our transit systems is paramount. NVTC’s investment goes beyond the management of funds for our Northern Virginia transit agencies to include regional coordination and technical assistance efforts that allow bus and rail providers to shine.

Nowhere is that more evident than NVTC’s work on Metro’s SafeTrack. Our coordination of the local response to surges has strengthened the region’s network of transit providers. So, when service was unexpectedly disrupted on the Yellow Line in mid-March, a bus bridge was quickly put into place. A coordinated response from Fairfax Connector and Metrobus reduced the inconvenience to commuters.

When WMATA needed to identify bus service cuts to narrow its budget deficit, NVTC made sure that staff members from the affected jurisdictions were at the table to come up with creative solutions. Working in coordination with local bus systems, NVTC jurisdictions crafted a compromise that helped the WMATA Board of Directors get to “yes” on the fiscal year 2018 budget, approved last week while minimizing the impact on the riding public.

Prolonging the life of the region’s aging fare collection system is a NVTC priority. Working closely with ART, CUE, PRTC, DASH, Fairfax Connector, Loudoun County Transit and WMATA, NVTC will ensure that new fare collection equipment and technologies are compatible with buses and garages. Envisioning a future fare collection system and identifying off-board payment deployment solutions, which will expedite passenger boarding, are part of this NVTC-led regional effort.

No matter how personal mobility evolves, there’s no doubt that transit will remain the backbone of our region’s transportation system. Public transportation is the most economical and sustainable mobility option and NVTC will continue to ensure that it serves our constituents – both businesses and residents – here in Northern Virginia.

Executive Director

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Key Dates

- Mar. 31 [Transit Service Delivery Advisory Committee Meeting](#)
- Apr. 5 [General Assembly Reconvenes](#)
- Apr. 5 [Planning for Tomorrow’s Transportation Today \(NVTA\)](#)
- Apr. 6 [NVTC Monthly Meeting](#)
- Apr. 18-19 [CTB Monthly Meeting](#)
- Apr. 19 [Transportation Planning Board](#)
- Apr. 28 [Transit Capital Project Revenue Advisory Board Meeting](#)
- May 4 [NVTC Monthly Meeting](#)

Save the Date!

[VTA 2017 Conference and Expo](#)

May 23-24

[The Hilton Crystal City](#)



Transform 66 April Update

With the tolling of I-66 slated to begin in late 2017, VDOT will launch a marketing and information campaign that will rebrand the program, making it more commuter oriented. The four-pronged campaign will put information about tolling and HOV restrictions into the hands of Northern Virginia commuters and businesses, market the Commonwealth's E-ZPass program, provide construction alerts to motorists, and share details of new transit options funded through NVTC. Communications will target groups that will no longer be able to use the interstate without paying a toll, such as those driving hybrid vehicles or travelling to Dulles Airport. NVTC is working with VDOT's communications consultant to develop a graphics package that is compatible with VDOT's new CommuterExpress brand.



In order to gather input on bridge options and design details for a replacement of the W&OD Trail Pedestrian and Bicycle Bridge over U.S. Route 29 (Lee Highway), [VDOT will host a planning workshop](#) on Apr. 5 from 6-8 p.m. at [Yorktown High School](#) (5200 Yorktown Boulevard, Arlington, VA 22207). A 6:30 p.m. presentation will be followed by a public participation session. The bridge is being built as part of the Transform 66 Inside the Beltway Eastbound Widening Project.

Key Communications Message

ANYONE
can now choose
a faster trip on I-66
inside the beltway
during rush hour



Single Occupant
Driver

Carpooler

Bus or
Vanpool

Governor Signs Metro Safety Commission Bill



[Legislation establishing a Metro Safety Commission](#) (MSC) has received the signature of Governor Terry McAuliffe. Language in the bill allowed it to immediately become law.

The new law directs the Secretary of Transportation and NVTC to jointly review the 1966 WMATA Compact and consider potential changes. Both the District of

Columbia and Maryland have passed MSC legislation, though Maryland's governor has yet to sign the bill.

[Amendments to a Maryland budget bill](#) added language that is similar to a Virginia provision, mandating a review of how Metro is governed and financed. Both Maryland and Virginia would require top-level talks among leaders in the two states, the District and the federal government on restructuring WMATA. Maryland's version calls for discussions on dedicated funding but is silent in regard to labor costs. The budget bill awaits Governor Larry Hogan's signature.

FTA Rejects State Legislators' Request to Reinstate Transit Funding

In a [Mar. 7 letter to Virginia legislators](#), the Federal Transit Administration (FTA) said it will continue to [withhold 5 percent of its funding for transit](#) until a Metro Safety Commission (MSC) is certified. "Suspension of the withholding of these funds at this time...would not be in the best interest of a safe Metrorail system," wrote FTA Executive Director Matthew F. Welbes. After D.C., Maryland and Virginia missed a Feb. 9 deadline to create the new safety

oversight agency, [the FTA announced it would withhold about \\$8.9 million throughout the three jurisdictions](#). About 80 [General Assembly members signed a letter](#) calling the deadline unreasonable and asking for the funds to be reinstated. Legislation establishing a MSC was signed by the Governor on Mar. 24. DRPT Director Jennifer Mitchell has indicated that the Commonwealth's budget allows VDOT to make loans to affected Virginia transit agencies.

Virginia to Fund Comprehensive Review of WMATA

Citing a decline in ridership and a loss of confidence in the Metrorail system, [Virginia Governor Terry McAuliffe yesterday announced he has tapped former U.S. Transportation Secretary Ray LaHood to lead an independent review of WMATA's financial condition, operations and governance.](#) McAuliffe said he has requested financial support from Maryland and the District of Columbia but indicated that the Commonwealth is prepared to cover the full cost. The

study will [benchmark WMATA's performance and condition relative to its peers](#) to help identify potential reforms that will improve the transit agency. "This review will help provide the information necessary to make the hard decisions to make WMATA a system that delivers for the entire region," said McAuliffe. Consistent with [SB 1251](#), the Commonwealth will be coordinating with NVTC on this effort. A final report from the review panel is due this November.

WMATA Board Approves Budget and Capital Improvement Program

By unanimous vote, the WMATA Board of Directors approved the [\\$1.8 billion fiscal year 2018 budget and \\$7.2 billion 2018-2023 Capital Improvement Program](#), of which about \$1.5 billion is allocated for the coming fiscal year. The budget is funded with \$845 million in projected operating revenues - primarily from passenger fares, parking fees, and advertising revenues - and \$980 million in jurisdictional subsidies. The jurisdictions will

fund an additional \$21 million for debt service, bringing their operating contribution to over \$1 billion. Beginning July 1, rail fares will increase, train frequency will decrease and some bus routes will be eliminated. NVTC, by convening jurisdictional staff, was instrumental in identifying opportunities to minimize bus service cuts and their impacts.

WMATA FY2018 Capital Improvement Program (CIP) Financial Plan

\$ in Millions	Total	District of Columbia	State of Maryland	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church	DRPT CMAQ Match	Commonwealth of Virginia
Allocated State and Local	210.5	76.1	73.1	9.8	18.6	0.6	31.8	0.6		
FY2017 Authorized Debt	58.3	21.7	20.3	2.6	4.9	0.2	8.5	0.2		
FY2017 LOC Payback	150.0	55.8	52.1	6.7	12.5	0.4	22.0	0.5		
FY2018 Debt	291.0	105.1	101.0	13.6	25.7	0.8	43.9	0.8		
Subtotal - Allocated Contributions Incl. Debt	709.8	258.7	246.5	32.7	61.7	2.0	106.2	2.1	0.0	0.0
Federal	460.5									
PRIIA Match	148.5	49.5	49.5							49.5
Other State and Local	15.3	1.1	5.1	6.8	0.3	0.01	0.6	0.01	1.4	
MWAA	118.2									
Other	6.0									
Subtotal - Other CIP Funding	748.5	50.6	54.6	6.8	0.3	0.0	0.6	0.0	1.4	49.5
Total	1,458.3	309.3	301.1	39.5	62.0	2.0	106.8	2.1	1.4	49.5

SafeTrack Surge 13 Extended as a Result of Inclement Weather

Metro is [extending SafeTrack Surge 13 by three days](#) to make up time lost during the mid-March winter storm and the wind and cold temperatures that followed. Surge 13, the last surge physically in Virginia, will run

through the end of the day Wed., Apr. 12. During the surge Blue and Yellow line trains are continuously single tracking through the work zone between Van Dorn Street/Huntington and Braddock Road stations.

2017 SafeTrack Surges

Date	Stations Affected	Lines Affected	Service Status
Through April 12	Braddock Road-Huntington/Van Dorn St.	 	Continuous single tracking
April-May TBA	Greenbelt – College Park		Continuous single tracking
May-June TBA	Minnesota Ave – New Carrollton		Continuous single tracking
June TBA	Shady Grove – Twinbrook		Continuous single tracking

Panel Takes Preliminary Steps Taken to Identify New Funding Streams

With funds from transportation revenue bonds nearly depleted, the Transit Capital Project Revenue Advisory Board is considering replacement sources. During a meeting in Richmond, Department of Rail and Public Transportation consultants [presented a number of state and regional revenue options](#) aimed at raising \$220 million over the next 10 years to replenish the state transit capital program. NVTC Chairman Jeff McKay, who repre-

sents the Virginia Association of Counties on the panel, voiced concerns about using regional dollars to shore up a gap in state funding. In August the advisory board will present its findings to the General Assembly concerning new sources of revenue that can be earmarked for transit as well as methods for prioritizing the use of those funds.

Evaluated Funding Sources

Virginia

- Deed & Mortgage Recordation Tax
- Insurance Premium Tax
- Motor Vehicle License Fee
- Motor Vehicle Sales and Use Tax
- Retail Sales and Use Tax
- Real Estate Transfer Tax (Grantor's)
- Internet Sales Tax

Northern Virginia

- Real Estate Transfer Tax (Grantor's)
- Retail Sales and Use Tax
- Utility Bill Fees

APTA Industry Footprint Provides Data on Transit Providers & Suppliers

What's the impact of transit in your district? The American Public Transportation Association's updated [Transportation Industry Footprint](#) provides key facts and statistics about transit services and the manufacturers/suppliers of bus and rail components. This web-based application illustrates the impact that public trans-

portation and its supply chain has in the Commonwealth and throughout the United States. It provides users with a comprehensive understanding of public transportation's role. The information is displayed geographically and can be sorted by Congressional and state legislative districts.



Transit Programs Fare Poorly under White House Budget Proposal

President Donald Trump's federal budget blueprint cuts the U.S. Department of Transportation's budget by \$2.4 billion, or 13 percent, to \$16.2 billion. [The proposed cuts would "make the existing \\$90 billion of State of Good Repair gap even worse," according to the American Public Transportation Association.](#) The budget eliminates the [Transportation Investment Generating Economic Recovery \(TIGER\) discretionary grant program](#) and limits funding for the [Capital Investment Program](#) to only those projects with existing full-funding grant agreements. It also puts into question Congress' annual \$150 million appropriation to WMATA under the [Passenger Rail Investment and Improvement Act of 2008](#). While the proposed elimination of fiscal year 2018 TIGER grants and new Capital Investment Grant funding

doesn't affect current Northern Virginia projects, it could remove federal funding as an option for future transit projects such as the [West End Transitway](#), [Embark Richmond Highway BRT](#), [VRE core capacity investments](#), and [Envision Route 7 BRT](#).



Transit Center Releases Free Field Guide for Local Officials

A [new handbook outlines practical steps](#) that local elected officials can take to improve transportation systems and make their cities better places to live, work and visit. For example, Memphis and Chicago are using "quick-build" techniques to reconfigure dangerous intersections quickly, instead of accepting traffic deaths as inevitable. Denver and Cambridge, Massachusetts are changing their zoning and development codes so they can keep growing without huge increases in car traffic. Oakland is targeting transportation investments to make it easier for children to walk to school, while Seattle strategically uses its dollars to expedite buses through existing bottlenecks.



Around Town: Headlines about NVTC Jurisdictions & Partners



[Columbia Pike 'Premium Transit Network' Delayed](#)

[Riding the Metroway in South Arlington](#)

[Bike Arlington, police join forces to improve relations between cyclists and driver](#)



[City of Fairfax Releases "Take Your CUE"](#)



[Fairfax firefighters learn about Metro cars by cutting them to pieces](#)



[Potomac Crossing Still Not in Regional Transportation Plans](#)



[Northern Virginians positive on transportation projects](#)

Virginia Railway Express



Taking its lead from Prince William County, the Virginia Railway Express Operations Board voted to expand the Broad Run rail yard and station in Bristow instead of extending service to Gainesville-Haymarket. The board based its decision on analysis

that showed the Broad Run option was the most cost-effective means of addressing future service needs along the Manassas line. The board also allocated \$750,000 that along with state and regional grants will cover preliminary engineering and an environmental analysis. Longer trains could start running by 2022. The Commission will be briefed on the plans at its Apr. 6 meeting.



Silver Line Phase 2



Construction of Silver Line Phase 2 – track, stations, and support infrastructure – is 56

percent complete as of mid-March. Milder than usual winter weather allowed work to continue with minimal interruption. All 183 pier caps and 223, or 76 percent of, deck spans have been poured. The final aerial guideway girders at Dulles were set in place near Saarinen Circle. The four 84-inch tall precast concrete girders measure nearly 140 feet long, weigh approximately 95 tons each, and will support trains moving through the airport. The large rail yard being built on Dulles International Airport property has topped the 46 percent completion mark. Crews will soon install pedestrian bridges to provide access to each of the five stations.



Transportation Planning Board



A recent TPB session explored how consumer demands for greater choices, lower prices, and fast and free delivery are changing the way businesses distribute their products. Delivery by drones will indeed one day be ubiquitous. Rural areas

are likely to see these services first. The National Capital Region may be one of the last to see them, given federal airspace and other security restrictions. The movement toward drone delivery will affect the design of residential and commercial buildings – with more space in lobbies for package storage, the size of or need for delivery truck zones, and even whether people decide to own a car. Drones may not be here yet, but changes in how we get goods are already underway and are affecting our lives and the built environment.



Northern Virginia Transportation Authority



Planning for Tomorrow's Transportation Today, an informative and interactive roundtable discussion, will explore potential applications of intelligent transportation systems in Northern Virginia. Organized by the Intelligent Transportation Society of

Virginia and hosted by NVTA, the Apr. 5 event features two plenary sessions. The “New Mobility Revolution” examines disruptive technologies that are beginning to change the way we travel. “Planning for Disruption” will attempt to distinguish facts, myths, uncertainties and the unknown, highlighting opportunities for travelers and challenges for policy makers.

ITVA
Intelligent Transportation Society of Virginia

Planning for Tomorrow's Transportation, Today
Northern Virginia Roundtable
April 5, 2017
8:00am – Noon

