



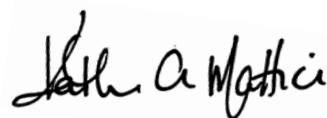
While the General Assembly is in full swing, NVTC’s Legislative and Policy Committee will begin laying the groundwork for the 2020 session when it meets on February 7. That’s not to dismiss the importance of the current session. Transportation-related resolutions, bills, and budget amendments making their way through the House and Senate will give us much to talk about on Thursday. By then crossover will have occurred and the number of bills under consideration will have shrunk significantly. Both bodies have until February 23, Sine Die, to complete their work.

NVTC staff is monitoring legislation that could affect our local transit agencies. Chief among them is [HB 2553](#), which would make up to \$5 million available to transit providers that are negatively impacted by a loss of operating funds under the new DRPT performance-based allocation process that the General Assembly mandated last year. A House budget amendment, [HB 1700 - Item 445 #6h](#), would make up to \$3 million available for the same purpose. Two other budget amendments, [HB 1700 - Item 445 #5h](#) and [SB 1100 - Item 445 #1s](#), would delay implementation of the new allocation formula for one year. NVTC is watching items that could adversely impact funding for Metro and others that would change how the I-66 toll lanes operate.

Shoring up stable revenue sources for transit investments in Virginia is certain to be our focus in 2020. The long-term sustainability of transit capital funding is still at risk, as the Commonwealth has not identified a replacement for revenues from the 2007 Transportation Capital Project Revenue Bonds. These bond proceeds, representing 40 percent of the available revenue for transit capital investments across the state, may be depleted within the next two to three years. Also, as gas tax revenues remain flat, the overall health of state and regional transportation funding, used by NVTC for WMATA and VRE investments, is threatened. In the coming year and beyond, we will work with fellow stakeholders to find long-term, sustainable funding solutions for the Commonwealth’s transportation needs.

There is another urgent and immediate threat – this one at the federal level. Starting in federal fiscal year 2020, WMATA stands to lose \$300 million annually in capital funding. That is when the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) expires. Without Congressional reauthorization of PRIIA or passage of a substitute measure, WMATA will be cut off from a funding stream that supports critical upgrades vital to Metrorail’s safety, reliability and efficiency. A loss of PRIIA funding will force the WMATA compact funding partners, which include NVTC jurisdictions, to close the gap. We are hopeful that Congress will act sooner rather than later.

Stay tuned.



Executive Director

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Northern Virginia Transportation Commission
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Arlington, VA 22201
www.novatransit.org



Key Dates

Feb 7	NVTC Committee Meetings
Feb 14	WMATA Board Meeting
Feb 14	NVTA Monthly Meeting
Feb 15	VRE Operations Board Meeting
Feb 19-20	CTB Monthly Meeting
Feb 20	TPB Monthly Meeting
Feb 28	WMATA Board Meeting
March 1-2	NVTC Office Move
March 7	NVTC Monthly Meeting

I-66 Commuter Choice Round 3 Receives 20 Applications for Funding



Commuter Choice
INSIDE THE BELTWAY

Members of the I-66 Commuter Choice Working Group have begun reviewing the 20 applications submitted for a third round of funding through I-66 Commuter Choice. Combined, the funding requests total \$32 million, though NVTC anticipates having only \$20 million available. Applicants include the counties of Arlington, Fairfax, Loudoun, and Prince William; the cities of Fairfax and Falls Church; the Town of Vienna; and PRTC/OmniRide. Staff will review and score the submitted projects and, in consultation with the Program Advisory Committee, present funding recommendations to the Commission in May. Once the Commission votes on the slate of projects in June, they will be forwarded to the CTB for consideration.



Jurisdictional staff review I-66 Commuter Choice applications

Prospective Applicants Learn about I-95/I-395 Commuter Choice

In advance of the first call for Commuter Choice projects in the I-95/I-395 corridor, NVTC staff briefed about 30 representatives from its jurisdictions and those of the Potomac and Rappahannock Transportation Commission (PRTC). Allan Fye, NVTC's director of programs and policy, led the January 11 briefing. While the program is a joint venture of the two commissions, NVTC is administering it, as stipulated in a [Memorandum of Agreement](#). It is anticipated that the first annual transit payment of \$15 million will be available when tolling on the I-395 Express Lanes begins, which could be as early as late October. A call for projects will be issued this spring so that selected projects would start service when tolling commences.



NVTC's Allan Fye briefs potential Commuter Choice applicants

NVTC Shares Funding Opportunities with Town Leaders



At the request of the Commonwealth Transportation Board, NVTC Executive Director Kate Mattice joined representatives from VDOT, DRPT, NVTA and MWCOCG in mid-January for a forum on transportation funding opportunities for

towns located in Northern Virginia. She shared information about Commuter Choice, which funds transit and related projects in the I-66 and I-395/I-95 corridors. Towns in Planning District 8 are independently eligible to apply for Commuter Choice funding, though some choose to do so through their counties.

Transportation Secretary Meets with NVTC

NVTC Commissioners and staff visited with Transportation Secretary Shannon Valentine on January 28 as part of the Virginia Transit Association's Legislative Day in Richmond. Valentine and DRPT Director Jennifer Mitchell responded to questions from Commissioners Canek Aquirre, Libby Garvey, David Meyer, Paul Smedberg, David Snyder and Danny Vargas. The secretary kicked off the meeting by acknowledging that last year's legislative success, the provision of dedicated funding to Metro and Virginia Railway Express, signaled Amazon that the Commonwealth is serious about transit. She also noted that NVTC's work on Commuter Choice "was strategic and important" in securing Amazon's commitment to

putting part of its second headquarters in Northern Virginia.



Two NVTC Jurisdictions Prepare to Test New Farebox DCUs

NVTC has been assisting Fairfax County Connector and Loudoun County Transit as they prepare to test new farebox driver control units (DCU) on several buses this spring. The testing is part of an effort to extend the useful life of fareboxes while regional transit providers, including WMATA, evaluate future fare collection technologies. NVTC also has been working to develop a pilot program and/or demonstration project that would allow one or more transit agencies to test a mobile ticketing app, such as the one used by Virginia Railway Express. That app, powered by Moovel, lets passengers purchase, validate, and display tickets on their smart phones.



NOVA Transit Projects Advance under Smart Scale

[Eight transit projects in Northern Virginia](#) have been recommended for funding under Virginia's Smart Scale program. The [bus, bike, pedestrian and rail projects](#) could receive \$183.9 million should the Commonwealth Transportation Board adopt staff recommendations. Several of the projects were included in Virginia's successful proposal to bring Amazon's second headquarters to the region. [Smart Scale works to ensure that funded transportation projects are the best use of limited tax dollars.](#) It scores transit and highway projects based on an objective, outcome-based process that is transparent and al-

lows decision-makers to be held accountable by taxpayers. The Commonwealth Transportation Board will hold public hearings on the proposed Smart Scale projects.



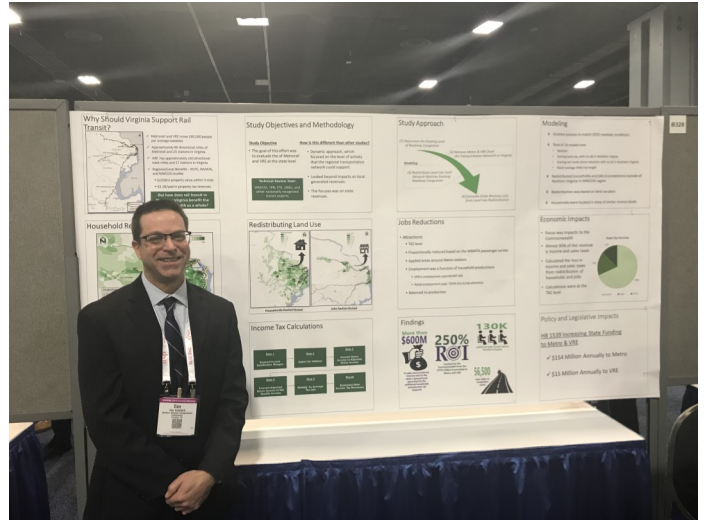
**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*

NVTC Presents at Transportation Research Board Annual Meeting

NVTC Executive Director Kate Mattice and transit planner Dan Goldfarb, P.E. had the opportunity to present at the prestigious Transportation Research Board's Annual Meeting in mid-January. Mattice shared NVTC's approach to the financial and agreement elements of the successful I-66 and I-95/I-395 Commuter Choice program during a session on the cross-subsidization of

transportation assets. Goldfarb presented findings of NVTC's fall 2017 study on the Value of Rail to the Commonwealth at a poster session. The poster detailed the cutting-edge study, which showed that Metrorail and VRE generate over \$600 million annually in state sales and income tax revenues.

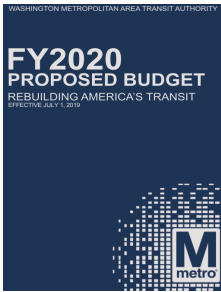


Infrastructure Week 2019



SAVE THE DATE! | May 13-20, 2019

Public Comment on WMATA FY2020 Budget Closes February 11



WMATA is soliciting public comment on its [proposed fiscal year 2020 budget](#), which the agency claims is committed to delivering better service and value to riders while controlling costs and identifying efficiencies. [The \\$3.4 billion capital and operating budget proposal](#) will expand

rush hours, extend service on the Yellow and Red lines, and enhance the value of Metro's unlimited rail and bus passes. WMATA is [accepting feedback online](#), in person or by mail through 9 a.m., Monday, February 11. NVTC has submitted [the Commission-approved letter](#) on the budget to WMATA General Manager and CEO Paul Wiedefeld.

WMATA Swears in New Alternate Board Member



NVTC Chairman Matt Letourneau was sworn in January 24 as an alternate member of the WMATA Board of Directors. He is the first representative from Loudoun County, which is slated

to receive Metrorail service in 2020 when Silver Line Phase 2 opens, to serve on the board. WMATA Board Chairman and D.C. Council Member Jack Evans administered the oath of office.

BACK 2 GOOD

SAFETY

- Major crime on Metro last year dropped to the lowest level since 1999
- Insulator fire incidents in 2018 dropped to lowest level in years – 66% fewer than 2016 – due to new preventive maintenance and tunnel waterproofing
- Two major capital projects completed in late 2018:
 - Completed first major reconstruction project for 40-year-old Yellow Line Bridge
 - Upgraded several switches that allow trains to change tracks at Reagan National Airport Station

SERVICE

- Metrorail on-time performance in 2018 reached the highest level in seven years.
- Doubled rush-hour service at four Red Line stations by eliminating the “Grosvenor Turnback”
- Work underway to install traffic signal priority technology on all 1,500 buses this year to speed up bus trips

More new trains: 7000-series trains now make up more than 50 percent of the Metrorail fleet.

RUSH HOUR PROMISE

- 89% of all Metrorail rush-hour trips have arrived on-time since the start of Rush Hour Promise
- Improving our promise: Now through June, customers can receive a travel credit if they are delayed by 10 minutes or more during rush-hour, reduced from 15 minutes in 2018
- Register your SmarTrip card at [wmata.com](#) to be eligible for the Rush Hour Promise

STATIONS AND TUNNELS

- Cell service now available in more than half of Metro's tunnels
- Brighter stations: New LED lighting installed in 15 underground stations, making them an average of 6x brighter. All 48 underground stations will receive lighting upgrades over 2-3 years

FINANCIAL MANAGEMENT

- Clean financial audit for 4th straight year
- Purchased new DC headquarters, the 1st major step in a broader office consolidation strategy projected to save \$130 million over 20 years

For more information visit [wmata.com/back2good](#)
Update Published: January 8, 2019

NVTC Office Space Taking Shape

Construction of NVTC's new office space is moving ahead. The builder had framed the offices and was erecting walls at the end of January. If construction continues at its current pace, NVTC will move from the sixth to the second floor of the [Navy League Building](#) on March 2. Improvements to the first floor conference room and the B1 exercise facility and locker rooms also are underway. Once staff has settled in, NVTC will plan an open house for late spring.



NVTC Staff Participate in Transportation Camp 2019

NVTC's Matt Cheng and Joey de St. Aubin attended Mobility Lab's Transportation Camp January 12 at The Catholic University of America. They [participated in sessions](#) focusing on specific modes of travel as well as those exploring transit data, planning, equity and policy. Transportation Camp, a self-described "unconference," features attendee-led sessions and discussion with no pre-determined agenda. The camp occurs in the Washington, D.C. region every year on the Saturday before the Transportation Research Board's Annual Meeting and draws attendees from around the world.



NVTC's Matt Cheng (left) and Joey de St. Aubin at Transportation Camp

ATP Annual Breakfast Honors Mobility Champions

NVTC staff joined Arlington's Board Chair Christian Dorsey and Deputy Director of Transportation Dennis Leach for a breakfast celebrating [Arlington Transportation Partners' champions](#) on January 31. The breakfast recognized businesses, multi-family residential communities, commercial properties, hotels and schools that provide mobility options for their constituents. In his comments, Leach spoke about disruptive change and how it influences Arlington's mobility landscape. Dorsey noted that when a community makes mobility a priority for residents, workers and visitors, the community becomes more resilient and sustainable. Launched in 2013, [the Champions program](#) has grown from 31 to 243 businesses and properties. Champion organizations choose from a host of transportation demand management strategies—among them telework, carpool/vanpool, SmartBenefits, bike share, and guaranteed ride home—to reduce single occupancy vehicle commutes.



NVTC's Karen Finucan Clarkson (left) and Jae Watkins at ATP's Champions Breakfast