

FTA Issues WMATA Safety Directive

Based on a comprehensive Safety Management Inspection of WMATA’s rail and bus systems, FTA today directed 78 required actions for Metrorail and 13 for Metrobus. FTA acknowledged that WMATA has made progress in safety over the past five years, but that its inspection uncovered flaws in operations and maintenance programs, safety management capabilities and organizational structures. “Issues identified significantly impact Metrorail’s ability to schedule and conduct maintenance work, manage emergency events and ensure the safety of trains and personnel on the right-of-way.” WMATA must respond to the directive in 30 days and develop a tracking matrix for correction action with 60 days. FTA also directed:

- The Tri-State Oversight Committee (MD, DC and VA) to take 10 actions to improve governance, funding, and safety programs and procedures;
- All State Safety Oversight Agencies to audit 25 rail transit agencies with subway tunnels to assess and inspect tunnel ventilation systems and related issues.

NTSB Tells WMATA to Fix Electrical Connections

Prior to its upcoming hearings, the NTSB ordered WMATA to undertake a comprehensive replacement of seals on electrical connections with a high priority on connections in tunnels. This action follows NTSB’s review of evidence from an incident at Court House station on February 11, 2015. “The laboratory evaluation of evidence recovered from the Court House station incident revealed that smoke in the tunnel was generated by thermal damage to about 11 inches of power cable insulation and a portion of the fiberglass cable connector cover,” noted NTSB. The agency has made no determination about the cause of this incident or the more serious incident at L’Enfant Plaza where there was similar evidence of thermal damage. The repairs will mean midday single-tracking for several months.



The NTSB’s photo shows thermal damage to an electrical power cable from a smoke incident at the Court House Metrorail Station

Upcoming Safety Hearings

The NTSB will hold hearings on the L’Enfant Plaza accident June 23-24 at its conference center in the District. The event will be webcast live and available on the safety agency’s website after the event.

Northern Virginia
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Executive Director
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**Commonwealth
Transportation
Board
Action**

See Page 3

**NTSB
RECOMMENDATION
(R-15-025)**

Promptly develop and implement a program to ensure that all power cable connector assemblies are properly constructed and installed in accordance with your (WMATA) engineering design specifications, including the weather tight seals that prevent intrusion by contaminants and moisture.



WMATA Moves on Eight-Car Trains

WMATA’s Finance and Administration Committee amended the FY2016-2021 Capital Improvement Program (CIP) on June 25, allowing for railcar purchases and rail power system upgrades. The increase allows for expansion of eight-car trains and commits to investments in system-wide expansion over the course of the CIP. At the time of WMATA board action on the budget, on May 28th, Metro had not yet received approval from the Federal Transit Administration (FTA) to retire the 5000 series cars before the end of these vehicles’ useful life. FTA’s approval conditioned satisfaction of its remaining interest in the cars and clears the way for WMATA to exercise its option on 7000 series cars. To settle the federal interest requirement, Metro will transfer the federal interest remaining to the new 7000 series cars.

WMATA'S KEY FINANCIAL ISSUES

Total outstanding short-term debt has been reduced by 40 percent since May 1.

Through May, fourth quarter Federal grant draws have totaled \$136 million.

Extension offers totaling \$164 million have been received for two of three LOCs expiring in June, with the third extension expected soon.

WMATA has applied for three of four federal grants for FY2016.

ABOUT THE WMATA BUDGET

[Comparison of the FY2015 proposed and FY2016 approved operating and capital budgets](#)

[Explanation of the CIP amendment](#)

[Cutting funding for Metro is the wrong way forward](#)

House Cuts WMATA/Transit Funding

The U.S. House of Representatives passed a transportation appropriations bill that shortchanges investments in WMATA and in transit generally. Key funding gaps will result from:

- Reduction of one-third of federal share for WMATA safety upgrades
- Decrease of 9.4 percent in Federal Transit Administration’s Capital Investment Program
- Cut of 80 percent from \$500 million to \$100 million in appropriation for TIGER Grant program
- Rollback of 7.6 percent from FY 2015 in overall transit spending

The Northern Virginia Congressional delegation pushed effectively to limit the cuts. The Senate Appropriations Committee will consider its own version of the bill.

WMATA Corrective Action Progress

WMATA is on track to complete the remaining three corrective actions addressing the findings in the FTA’s Financial Management Oversight Report by June 30th. WMATA anticipates release of its FY2014 audit shortly.

	Completion Risk				TOTAL
	Completes	Significantly Complete	In Progress	Extended	
Material Weaknesses (MW)	23	0	0	2	25
Significant Deficiencies (SD)	31	0	0	0	31
TOTAL FINDINGS	54	0	0	2	56
Advisory Comments (AC)	8	0	1	0	9

WMATA IN THE NEWS

[Digital touchscreen displays to expand advertising opportunities](#)

[Paper fare cards soon to be a thing of the past](#)

[Metro’s paperless fix for Transit Link card holders](#)

CTB Adopts HB 2 Criteria

The Commonwealth Transportation Board unanimously approved HB 2 project selection criteria and cleared the way for the application process to begin in August. The resolution adopted metrics proposed by the Transportation Secretary for congestion, accessibility, safety, and economic development, land use, and environmental quality. Further, the resolution made adjustments to the weighting criteria for the typology that applies to Northern Virginia, Fredericksburg, and Hampton Roads.


HB 2 CRITERIA WEIGHTING	
Congestion	45%
Access	15%
Safety	5%
Economic Development	5%
Land Use	20%
Environment	10%

Transforming I-66 Inside the Beltway

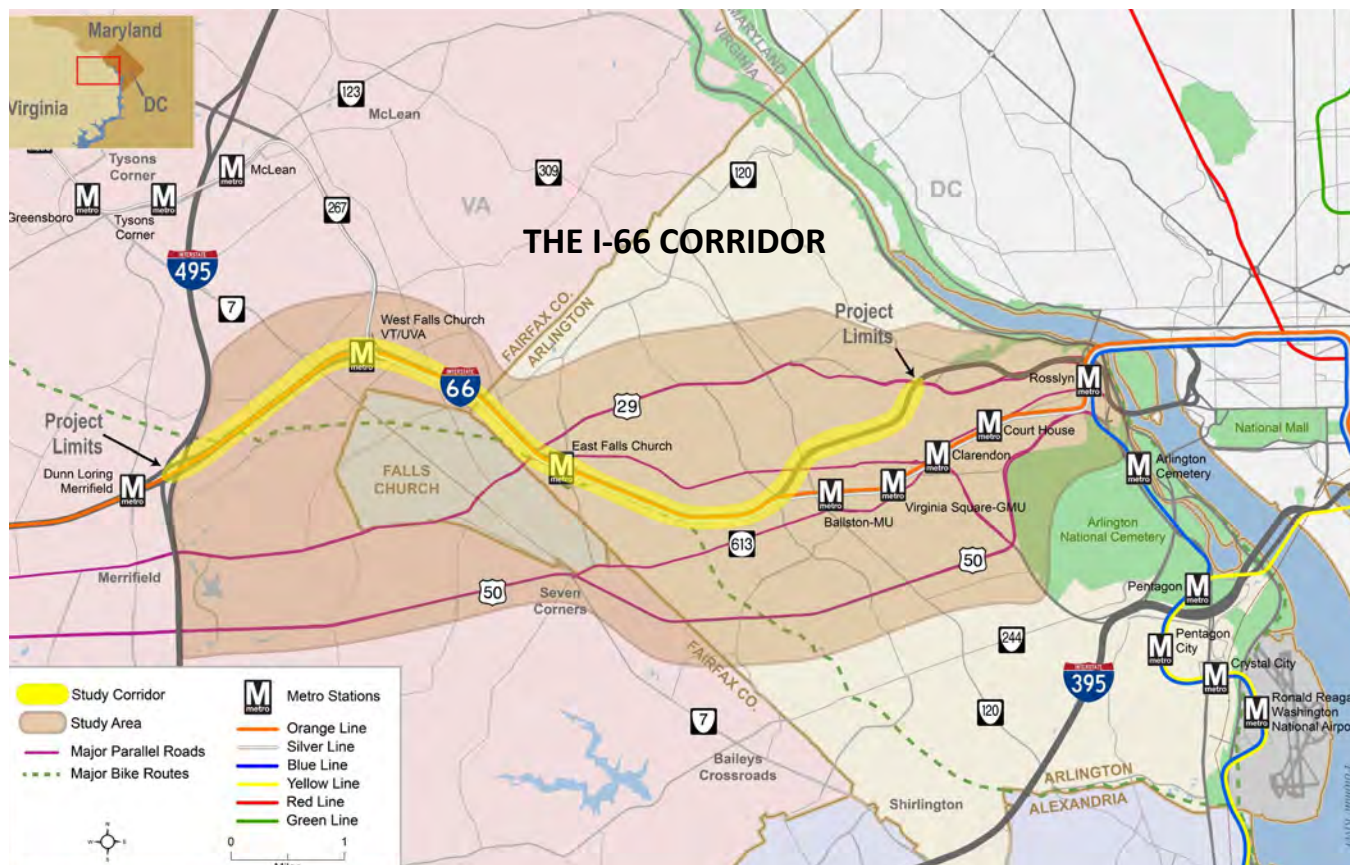
The transformation of Interstate 66 in Northern Virginia is a top priority for VDOT and DRPT. Tonight, June 17, is an opportunity to [learn about the multimodal project for the I-66 Corridor Inside the Beltway](#). The project is focused on moving more people, improving connectivity in the corridor, and providing new travel options. Unable to attend? [Share your thoughts with VDOT online](#).

PUBLIC INFORMATION MEETING

Wednesday, June 17, 2015
 6:30-8:30 p.m.
 Presentation at 7 p.m.
 Arlington Central Library
 1015 N. Quincy Street
 Arlington, VA 22201



Investing in Multimodal Solutions



Where Should We Envision Route 7?

Take a look at where we have been and tell us where we should present or do a pop-up event for Envision Route 7 this summer or early fall. With the technical studies on ridership being prepared, we are letting businesses and residents of Fairfax, Falls Church and Arlington know about the Route 7 Alternatives Analysis. During May and June, we participated in two meetings, reaching people in different parts of the corridor.



NVTC's executive director, Kelley Coyner, answers questions about Envision Route 7 at a meeting of the Bailey's Crossroads Rotary Club.

ROUTE 7 PRESENTATIONS

Upcoming

- June 23
Mason Land Use Council
- June 29
Arlington Transportation Commission
- July 21
Falls Church Chamber of Commerce

Pending

- Fairfax Transportation Advisory Commission
- Northern Virginia Realtors Association
- Baileys Crossroads Seven Corners Revitalization Corporation

DID YOU KNOW THAT ROUTE 7...

began as a buffalo trail connecting the Potomac River in present-day Old Town Alexandria to the foot of the Blue Ridge Mountains at Leesburg.

became home in 1837 to Hachaliah Bailey, one of the nation's first elephant owners and the father of the American circus? Bailey's son Lewis, a clown whose circus would stop in Alexandria, made Hachaliah aware of the 536 acres for sale.

was the site of President Abraham Lincoln's 1861 formal military review of 50,000 Union troops, a spectacle that inspired Julia Ward Howe to write "The Battle Hymn of the Republic"?

Learn more about the history and future of this thoroughfare by viewing NVTC's Envision Route 7 Factsheet.

ENVISION ROUTE 7

The Goal of Envision Route 7
Identify the best transit option for the corridor. One that... connects people and businesses to economic opportunity improves mobility and relieves congestion

Creating a Vision for Route 7
Requires that we... identify the mode of transit and route for service determine the level of public support assess the financial, economic and technical viability identify steps to move the project forward

Exploring the Options for Route 7
Phase I narrowed the transit alternatives to three modes...
Light Rail Transit (LRT) | Bus Rapid Transit (BRT) | Standard Buses

INTERESTING FACTS
Route 7 (Leesburg Pike) began as a buffalo trail connecting the Potomac River to present-day Old Town Alexandria to the foot of the Blue Ridge Mountains at Leesburg.
...called the Great Eastern Ridge Road by the Revolutionary War only they abandoned it in the late 1870s to build a railroad and early paved lanes.
...included in 1907 William H. H. Bailey, one of the nation's first elephant owners and the father of the American circus, Bailey's son Lewis, a clown whose circus would stop in Alexandria, made Hachaliah aware of the 536 acres for sale.
...inspired a 19th-century poet to write the famous poem "The Battle Hymn of the Republic."
...the site of President Abraham Lincoln's 1861 formal military review of 50,000 Union troops, a spectacle that inspired Julia Ward Howe to write "The Battle Hymn of the Republic."

Learn more at www.envisionroute7.com/transit_options

Envision Route 7 Timeline

