



We have all heard the quote that states, “the only thing predictable about life is its unpredictability.” It continues to ring true in the world of regional public transportation, as we continue to move toward new technologies, new partners, and new opportunities. But, these things will take the industry further.

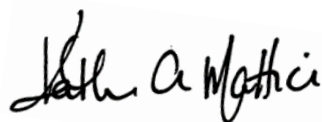
Several events of the last month highlighted the need for the transportation industry to engage – and perhaps embrace - this unpredictability. On April 29, I had the opportunity to join colleagues from across the region at the [Virginia Department of Transportation’s Dialogue on Highway Automation Workshop](#). At first, I was puzzled by the invitation to a highway event. Why should a transit commission engage in these discussions? What would our role be?

It quickly became apparent that automation and the role of automation on our highways has a lot to do with transit. From the potential of connected transit vehicles to data-intensive highway corridors to the nuances of funding eligibility and liability, our public transit fleets need to be engaged in this discussion and partner with our highway administrations. We look forward to continued engagement with VDOT and DRPT on this important topic.

We also saw the launch of a [new mobile ticketing application from our colleagues at DASH this month](#). Just in time for the summer shutdown for the Metrorail Platform Improvement Project, DASH launched its new app that will allow customers to not only connect to DASH bus rides speedily but to also connect to the Potomac Riverboat Company water taxis. This mobile ticketing app demonstrates innovation moving into practice by our transit providers.

Finally, many of the transit innovations mentioned earlier were front and center at this year’s [Virginia Transit Association meeting](#) held in Portsmouth, Virginia last week. Participants had the chance to meet and discuss the opportunities and challenges of autonomous transit vehicles, integrated mobility, the ‘gig economy’ and at a session facilitated by NVTC staff, the progress in mobile ticketing.

Unpredictability is truly predictable. As we see all these new technologies and innovations coming into the transit space, let’s both embrace and learn from it.



Executive Director

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Key Dates

June 6	NVTC Monthly Meeting
June 13	WMATA Board Meeting
June 18-19	CTB Monthly Meeting
June 19	Transportation Planning Board
June 21	VRE Operations Board Meeting
June 27	WMATA Board Meeting
June 27	NVTC WMATA Committee
July 11	NVTC Monthly Meeting

I-66 Commuter Choice Public Comment Wraps Up

NVTC received over 100 public comments for the [FY2020 I-66 Commuter Choice](#) program public comment period that wrapped in May. Comments from people across Northern Virginia highlighted sound interest in supporting projects that improved access to transit, like bike infrastructure and bike share, and projects that provide new and enhanced bus service to the region. Local citizens and representatives from nonprofit organizations engaged in the process through public statements during the two hearings held on May 2 and May 13 respectively. NVTC Chair Matt Letourneau

presented opening remarks on NVTC and its administration of the Commuter Choice program alongside other state transportation leaders from the Commonwealth Transportation Board (CTB), Department of Rail and Public Transportation (DRPT), Virginia Department of Transportation (VDOT), and the Virginia Railway Express (VRE). The final list of projects (up to \$20 million) will be presented for approval to the Commission at the June meeting and then for final approval at the CTB action meeting later in the month.

Thank you for your comments!



I-395/95 Commuter Choice Update

NVTC received applications for eligible projects for the inaugural round of the [I-395/95 Commuter Choice program](#). The I-395/95 Commuter Choice program began when NVTC, OmniRide/PRTC, DRPT, VDOT and the Commonwealth signed a Memorandum of Agreement (MOA) providing a minimum of \$15 million annually to fund transit-related improvements on the I-395/95 corridor. The scoring methodology for the initial round of funding focuses on projects that are operational on or near the first day of tolling, currently scheduled for late October. The deadline for applications was Wednesday, May 15. Seventeen applications were submitted by eight unique applicants with a total request for \$31.3 million.



Northern Virginia Spring Joint Transportation Meeting

NVTC joined our Northern Virginia regional partners in May for the annual Northern Virginia Spring Transportation Meeting on May 13. The legislatively-mandated meeting served as the joint public hearing featuring NVTC, the Northern Virginia Transportation Authority (NVTA), Virginia Railway Express, VDOT, DRPT and the Commonwealth Transportation Board. Staff from each organization presented their projects in an open house followed by a public hearing where elected officials and members of the public could voice their thoughts and concerns to the panel consisting of representatives from each organization. The hearing also served as the final public hearing for the I-66 Commuter Choice FY 2020 public comment period. The

meeting was presided by Virginia Secretary of Transportation Shannon Valentine.



NVTC And DRPT Present to the CTB

NVTC Executive Director Kate Mattice and Virginia Department of Rail and Public Transportation's Jennifer DeBruhl updated the Commonwealth Transportation Board (CTB) on the I-66 Commuter Choice program at the CTB's May workshop on May 14. Their presentation highlighted details about the scored projects, the status of public comment received to date, and the upcoming steps as the project moves into its 3rd round of projects. The board was excited to hear about the large amount of public comments submitted. DRPT Director Jennifer Mitchell was particularly interested in comments received that could help guide the upcoming Outside the Beltway program. A final list of proposed projects will be presented to the CTB at their action meeting in June.



NVTC Staff Attend VRE/MARC Integration Panel

NVTC's Matt Cheng and Joey de St. Aubin attended a regional discussion about the future of through service integration between MARC and VRE. The event, which was hosted by Greater Greater Washington on April 30, was anchored by a panel featuring VRE's Marc Schofield, Prince George's Dannielle Glaros, and Herb Harris from the Brotherhood of Locomotive Engineers and Trainmen. The discussion centered on the opportunities and challenges of integration between the region's commuter rail systems and what might such expanded service look like. The key to such service, as stressed by all panelist, was increasing the capacity on the Long Bridge as it currently has no ability to carry any

additional trains. The panel discussion was followed by questions and discussion from the audience.



Federal Subsidies to Metro Introduced on The Hill

Legislation reauthorizing and increasing federal financial support for Metro was introduced to both houses of Congress in May. In the Senate, Virginia Senators Mark Warner and Tim Kaine are joining with their Maryland counterparts to [introduce a bill](#) reauthorizing the federal subsidy for Metro that was created by the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. The bill would increase the subsidy to \$200 million a year, up from \$150 million under PRIIA. Most of the additional funds, \$45 million, would be set aside for capital spending and preventive maintenance, the remaining \$5 million would help to fund the Office of the Inspector General (OIG). In the House, Representative Gerry Connolly of Northern Virginia joined with all other members of the National Capital Region delegation to file a reauthorization [bill of their own](#). Under their proposal, WMATA funding under PRIIA would be reauthorized at \$2 billion over 10 years beginning in FY2020. The \$150 million per year federal commitment would be available for capital expenses contingent upon a 50 percent match from the local jurisdictions. An additional \$50 million per year would be for operating expenses, \$10 million of which would be dedicated to the WMATA Office of the Inspector General (OIG). Unlike the Senate

bill, the House bill also includes the possibility of an additional \$100 million in annual federal capital funding for 20 years, provided continued investment from local jurisdictions and performance standards are met. The Senate proposal would block the federal subsidy if Metro buys its next generation of rail cars from China. Northern Virginia House Representatives have also voiced support for the block. NVTC staff will continue to monitor the developments of both pieces of legislation.



NVTC Participates In Bike to Work Day

On Friday, May 17, experienced and new riders alike participated in the region's annual [Bike to Work Day](#) festivities. The event encourages people to give biking to work a try and celebrates people who already regularly use pedal power. Across the region, 115 'pit stops' promoted bicycle culture and handed out 'Bike to Work Day' T-shirts to those that registered in advance. Each pit stop featured local giveaways and upbeat music bringing a little joy to the morning and afternoon commutes. NVTC staff engaged with over 75 participants, sharing information about the Commission and its programs.



Pentagon Commuter Improvements Open

The reconfigured Pentagon south parking lots and commuter improvements project celebrated its completion in May. The ceremony, attended by representatives of the Pentagon, VDOT, and local jurisdictional staff, marked the opening of new bus-only lanes and reconfigured slug lanes to improve traffic flow into the region's largest building.



Press Conference Held Ahead of Summer Shutdown

The Washington Metropolitan Area Transportation Authority (WMATA) joined with NVTC and our regional partners to hold a press conference during the week leading up to the summer Blue and Yellow Line shutdown. The May 22 conference highlighted the hard work that regional partners had done to prepare travel alternatives during the shutdown, which is needed to repair crumbling and wheelchair inaccessible platforms. In particular, WMATA Board Member Paul Smedberg highlighted the work of our own Matt Cheng, who worked with WMATA, transit providers, police departments, and transportation demand management groups across Northern Virginia to ensure that the region will keep moving during the closure. The shutdown began on May 25th and is scheduled to end on September 8th.



NVTC Gets The Word Out On Shutdown Alternatives

NVTC's Matt Cheng, who continues to work tirelessly with our regional partners to prepare for this summer's Blue and Yellow Line shutdown, [published a blog](#) for the Arlington Chamber of Commerce on May 8 highlighting the alternatives and options available for displaced riders. The article focuses on the free shuttles provided by

WMATA, the enhanced Metrobus service on existing routes, and expanded service by local providers in Northern Virginia. Cheng also encourages regional employers to allow teleworking flexibility during the shutdown and touted the teleworking assistance services of Arlington Transportation Partners.

Northern Virginia Supplemental Service

Alexandria/DASH

- Enhanced AT3 & AT4 Service
- Expanded King Street Trolley and Water Taxi Service
- Bus & HOV changes on Washington St

Fairfax Connector

- Additional 393/394 Express Bus Service
- Promotion of existing Connector routes and Fairfax commuter options

OmniRide/PRTC

- Free Shuttle - Dale City Commuter Lot to Rippon VRE
- Free Shuttle - Lake Ridge Commuter Lot to Woodbridge VRE
- Promotion of existing, underutilized express commuter routes to Pentagon, Rosslyn, DC

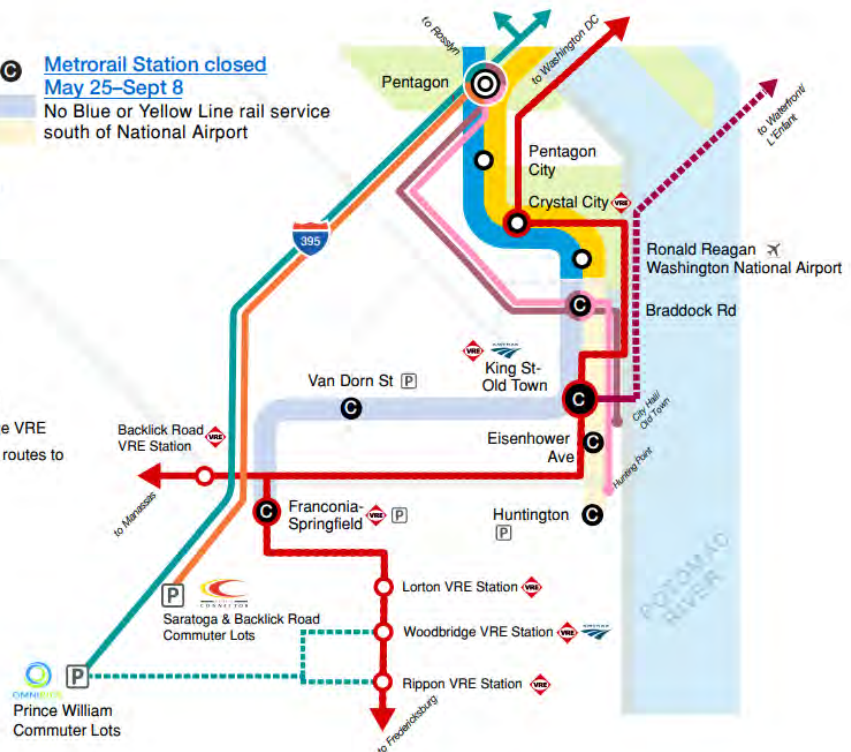
Virginia Railway Express (VRE)

- Utilization/promotion of existing train capacity at Franconia-Springfield and King-Street/Old Town Stations
- Subsidized Amtrak step-up fare available



Source: CTB Supplemental Service Plan

- Metrorail Station closed May 25–Sept 8
- No Blue or Yellow Line rail service south of National Airport



Capital Bikeshare



In May, Falls Church became the [7th jurisdiction to join the Capital Bikeshare network](#) with the addition of 11 bikeshare stations at key points throughout the city, including West Falls Church Metro station. The expansion of the system was aided by toll revenues from the I-66 Commuter Choice program as it aims to improve access to Metro and other destinations for commuters in the city and along the I-66 corridor. The 11 Falls Church stations will bring the total number of Capital Bikeshare stations in the Capital Region to over 550.



Arlington County



Arlington County is seeking public feedback on its shared mobility devices pilot which began last October. The pilot permitted a limited number of dockless bikes and e-scooters to operate on Arlington streets. The feedback received will help Arlington County officials to determine the effects of the pilot and decide the future of such devices in the County. The survey can be found [here](#).



Sustainable Transportation Competition



Zach Smith, a Program Analyst at NVTC, volunteered to judge a [national transportation competition](#) for middle school students in May. The event, called the Garrett Morgan Sustainable Transportation Competition features teams of middle schoolers who create a sustainable transportation project to submit to the U.S. Department of Transportation. The winning team will receive a \$1,000 cash prize and a trip to San Jose, CA to be honored at the Mineta Transportation Institute awards banquet.



DASH



Alexandria's DASH and the Center for Transportation and the Environment (CTE) have joined forces to conduct a [zero-emission bus fleet feasibility and planning study](#). The study will evaluate the economic cost, risks, and performance of transitioning to an all zero-emissions fleet and the steps that would be needed to achieve that goal. This study builds on prior work by DASH to gain a better understanding of various types of low- to zero-emission bus technology.

