



Online surveys, listening sessions, public meetings, and digital forums are great ways of engaging the public. For NVTC, we engage with the community through a number of different means, especially now that we hold the responsibility of funding projects that can help commuters along the I-66 and I-395/95 corridors.

This month, NVTC is engaged in a variety of public outreach efforts focused on receiving input on projects that could be funded under the I-66 Commuter Choice program. With more than \$32 million in applications for a \$20 million program, the competition for funding is strong. As such, NVTC technical staff evaluated each project for its technical merits and have shared those scores with the public through our Commuter Choice website.

Public engagement on the potential I-66 Commuter Choice projects started long before we received the project applications in January. Each of the projects considered for funding stem from the transportation plans developed by each jurisdiction, as a part of their planning efforts. From Arlington to Loudoun County, the projects submitted by each applicant come from a public planning process. Our outreach under the I-66 Commuter Choice program serves as an additional avenue for the public to participate in the process and ensure the projects become a reality.

Our public engagement efforts are in full swing. We are in the process of conducting three open houses and public meetings – the first in Falls Church on April 23, the second at NVTC’s Commission meeting on May 2, and the final on the eve of the Commonwealth Transportation Board’s spring meeting in Fairfax on May 13, alongside our partners at the Northern Virginia Transportation Authority, Virginia Railway Express, Virginia Department of Rail and Public Transportation, and the Virginia Department of Transportation.

Our outreach efforts are also aimed at reaching those who are not able to attend our public meetings. When public comment for the I-66 Commuter Choice program opened on April 5, NVTC launched an online campaign through Facebook and Twitter and engaged Commissioner staff and other local elected officials to get the word out about this project funding opportunity. To date, we have received over two dozen online comments on projects considered for funding.

At the time of this writing, we are half-way through our public comment period and are excited to see the online and in-person engagement on the I-66 Commuter Choice thus far. We look forward to continued engagement with NVTC on this and other programs as we help improve the commutes and transportation options for our communities.



Executive Director

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Key Dates

May 2	NVTC Monthly Meeting
May 9	WMATA Board Meeting
May 13	Northern Virginia Spring Transportation Meeting
May 14-15	CTB Monthly Meeting
May 15	Transportation Planning Board
May 17	VRE Operations Board Meeting
May 23	WMATA Board Meeting
Jun. 6	NVTC Monthly Meeting

I-66 Commuter Choice Public Comment Kicks-Off

Last month, NVTC kicked off the public comment period for the [FY2020 I-66 Commuter Choice program](#). NVTC staff is using new methods to engage the public by partnering with nonprofit groups and industry experts to spread the word and by using a geotargeted social media campaign to reach people who frequently travel through the corridor. NVTC is also hosting two events, including the public hearing at the start of the May Commission meeting, to receive public comment in person. Information and details about how to comment and Open House events are listed [here](#) on the NVTC website. We are encouraging members of the public to review each project and provide feedback before the deadline on May 15.



**Commute along I-66?
Let's talk choices!**

TELL US WHAT YOU THINK OF THE PROJECT APPLICATIONS!

Submit comments by:

- Attending an Open House and submitting your comments in person.
- Using the web form at <https://bit.ly/CommuterChoiceComment>
- Sending an email to comment@commuterchoice.org
- Leaving a voice message at (703) 239-4719



FY2020 I-66 Commuter Choice Program Projects and Scores

Applicant	FY2020 I-66 Commuter Choice Application Title	Application Score (Max 100 Points)	Funding Request
Arlington County	Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square	95	\$ 1,040,000
Fairfax County	Enhanced Bus Service from Government Center to D.C.	95	\$ 1,939,500
Loudoun County	Enhanced Bus Service from Stone Ridge to D.C.	94	\$ 532,031
PRTC (OmniRide)	Enhanced Bus Service from Gainesville to D.C.	85	\$ 1,519,100
PRTC (OmniRide)	Enhanced Bus Service from Gainesville to Pentagon	84	\$ 4,671,700
PRTC (OmniRide)	New Bus Service from Haymarket to Rosslyn	78	\$ 776,700
Prince William County	New TDM Outreach to the I-66 Corridor	76	\$ 200,000
Fairfax County	New Bus Service from Stringfellow to Constitution Center	73	\$ 4,326,000
PRTC (OmniRide)	I-66 Slug Line Campaign	73	\$ 287,800
Loudoun County	New Bus Service from Stone Ridge to Pentagon	72	\$ 1,257,226
Loudoun County	New Bus Service from Purcellville to D.C.	69	\$ 949,482
Arlington County	Expanded TDM Outreach to the I-66 Corridor	64	\$ 1,350,000
Arlington County	Lee Highway HOV & Bus-Only Lane in Rosslyn	58	\$ 1,500,000
Town of Vienna	Bike Share Implementation	56	\$ 550,000
Arlington County	Vehicle Presence Detection Enhancements on Lee Highway	51	\$ 300,000
City of Fairfax	Bike Share Implementation	51	\$ 1,085,000
Arlington County	Lee Hwy and Washington Blvd Intersection Improvements	48	\$ 400,000
Fairfax County	Trail Access to Vienna Metrorail Station	47	\$ 3,000,000
City of Falls Church	N Washington St & Gresham Pl Intersection Improvements	42	\$ 1,500,000
Prince William County	Residency Road Trail Access to VRE Broad Run Station	41	\$ 4,882,800
NVTC	Program Administration/Oversight, Marketing/Outreach	-	\$ 800,000
TOTAL FUNDING REQUEST			\$32,867,339

NVTC Assists Regional Partners With Farebox Pilot

With NVTC's assistance, several of our regional partners are collaborating with WMATA in testing new farebox upgrades to extend the useful life of fareboxes. Fairfax County Connector, DASH, and Loudoun County Transit are participating in a pilot program to test new fare box upgrades on several buses this spring. WMATA hosted a session in March at its Automated Fare Collection Lab to

update regional partners on the status of the program and to prepare for the upcoming pilot. While work is ongoing to extend the useful life of existing fareboxes, regional transit providers are evaluating future fare collection technology options.

Two NVTC Commissioners Participate in ITE Panel

NVTC Commissioners Christian Dorsey and Senator Adam Ebbin took part in a panel discussion at the recent Institute of Transportation Engineers (ITE) Southern and Mid-Colonial Districts Joint Annual Meeting held in Crystal City. The topic of discussion was Amazon's decision to locate their sought-after HQ2 in Northern Virginia. The panel was organized by NVTC's Dan Goldfarb, who recently finished his term as immediate past president of the Mid-Colonial District ITE. Other panelists included Stewart Schwartz, executive director of the Coalition for Smarter Growth and Andrew VanHorn, Executive Vice President of Development for JBG SMITH.

The discussion focused on the role that transportation played in the selection of Crystal City as the location for Amazon HQ2, in particular the importance of multimodal transportation choices. A key topic of the

discussion was the interaction between housing, transportation, and large economic development projects like HQ2. The panelists also touched on the subject of why the Crystal City HQ2 site was successful here and not in New York City, highlighting the need for coordination between the state and local governments. The morning panel was moderated by John Porcari, Former Deputy Secretary of USDOT.



NVTC Executive Director Presents at ATPA's Transportation Tuesday



NVTC Executive Director Kate Mattice was the featured speaker at April's edition of the American Public Transportation Association's (APTA) Transportation Tuesday. The monthly event which brings together public transportation professionals and media outlets in the greater Washington region, features a guest speaker for a presentation followed by Q&A. Ms. Mattice's presentation focused on the important role that NVTC plays in the transportation landscape of Northern Virginia and the National Capital region as well as highlighted some of NVTC's programs, such as Commuter Choice. After her presentation she received

many thoughtful questions which initiated an insightful conversation about the status of NVTC projects and the work NVTC does with our regional partners.



OmniRide Pilots Double-Decker Bus

OmniRide [piloted a double-decker commuter bus](#) in April in an effort to improve service on its commuter routes. The buses feature 81 seats, up from 57 on a typical OmniRide bus. While the double-decker buses are used by other commuter bus services around the country, OmniRide is the first to employ them in the National Capital Region. Before welcoming passengers, OmniRide staff examined all express routes to ensure that the taller bus could safely navigate the route. Pas-

sengers lucky enough to catch the double-decker bus did not have to pay a fare, however they were asked to fill out a survey to help OmniRide understand the passenger experience of the bus. Operators and mechanics will also provide their own evaluations of the vehicle.



VRE Now Running All Trains on Positive Train Control

Virginia Railway Express is now [running all trains under Positive Train Control \(PTC\)](#) as of April 11, 2019. PTC is a safety mechanism designed to step in and control train speeds and stops if an engineer does not take suitable action for a given situation. The implementation of PTC required coordination with CSX and Norfolk Southern, VRE's host railroads. The hosts were required to install the compatible equipment along the right of way while VRE installed the technology in its locomotives and cab control cars as well as provided training for operators. The installation of PTC is required under the Positive Train Control Enforcement and Implementation Act of 2015. VRE is the 7th of 41 railroads to successfully install the new technology.



NVTC to Host a Session at the VTA Annual Conference

NVTC will host a panel discussion at this month's [Virginia Transit Association \(VTA\)](#) Annual Conference. The session, titled Mobile Solution for Virginia Transit Agencies: Challenges and Opportunities, will feature discussion on the work that NVTC and peers from around the state are undertaking to advance transit ticketing technology and the lessons learned thus far. The panel will feature NVTC's Patricia Happ along with OmniRide's Bob Schneider, Hampton Roads Transit's Alesia Cain, and Greater Richmond Transit Company's Rob Taggart and will be moderated by NVTC's Allan Fye. The conference will take place on May 29-30 in Portsmouth at the Renaissance Portsmouth-Norfolk Waterfront Hotel. Information about the conference can be found [here](#).



Commonwealth Supports Mitigation Plans for Summer Shutdown

For the past several months, NVTC staff have worked tirelessly with WMATA, the Virginia Department of Rail and Public Transportation (DRPT), local transit providers, emergency services, and local governments to plan for the summer's long [shutdown of all Blue and Yellow Line service south of National Airport](#). As the shutdown begins, a comprehensive plan is in place to provide

Northern Virginians and others with quality supplemental service to serve regional needs during the closure. DRPT has made available over \$3.6 million of state funding for local providers to offer improved service through the summer. Details of the supplemental service plan can be found in the map below and in [DRPT's presentation to the CTB](#).

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

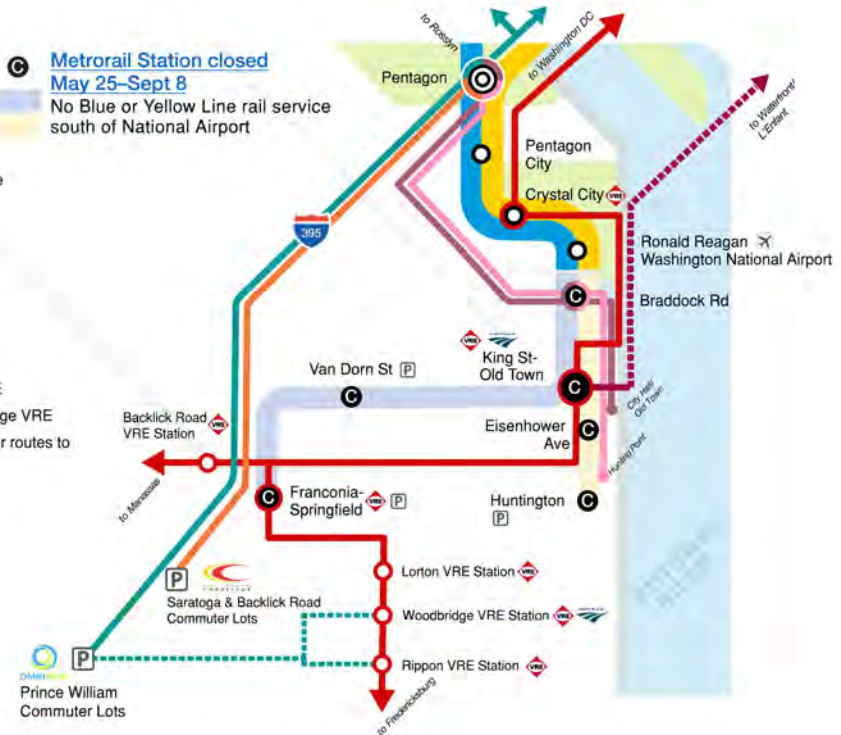
- Free Shuttle - Dale City Commuter Lot to Rippon VRE
- Free Shuttle - Lake Ridge Commuter Lot to Woodbridge VRE
- Promotion of existing, underutilized express commuter routes to Pentagon, Rosslyn, DC

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



I-66 Commuter Choice



New bicycle facilities at the Manassas Train Depot and Virginia Railway Express Station were constructed last month with support from I-66 Commuter Choice funding. The project will improve multimodal access to one of VRE’s key stations as well as downtown Manassas. The facilities include new sheltered U-style bike racks and bicycle lockers in a nearby parking garage. The glass awnings covering the bike racks will provide a modern update to the 105-year-old station.



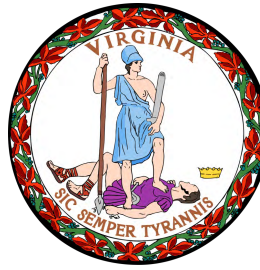
VRE/MARC Run-Through Study



The Commonwealth of Virginia and the State of Maryland are jointly funding a study of the feasibility of VRE or MARC Trains running through service on each other’s tracks. The hypothetical service could provide more seamless regional connections but would have to traverse the crowded Long Bridge. The study is being hosted through the National Capital Region Transportation Planning Board (TPB) and will cost \$100,000.



NOVA Spring Transportation Meeting



The Commonwealth Transportation Board (CTB) will host NVTC, the Northern Virginia Transportation Authority (NVTA), and VRE on May 13th for the [Northern Virginia Spring Transportation public meeting](#). The meeting will provide the public with an opportunity to share comments on projects recommended for funding in the Commonwealth’s Six-Year Improvement Program (SYIP) and the I-66 Commuter Choice FY2020 List of Scored Projects. The meeting will be held at the Northern Virginia District office of the Virginia Department of Transportation located at 4975 Alliance Dr, Fairfax, VA 22030 and will begin at 6:00 p.m.



Washington Metrorail Safety Commission



The newly certified [Washington Metrorail Safety Commission \(WMSC\)](#) began its first actions this past month. The new oversight commission investigated several incidents, beginning with an incident where trains took a turn down the wrong line at Rosslyn. The WMSC is investigating another incident in Virginia where trains near Wiehle-Reston East became “uncoupled” or where cars became separated. The WMSC was recently given oversight authority by the Federal Transit Administration on March 18, 2019.

