



With the expiration of state transit capital bonds and the federal Passenger Rail Investment and Improvement Act (PRIIA) authorization, the gap in future funding for transit capital needs in the Commonwealth is sobering. [The report that I and other members of the Transit Service Delivery Advisory Committee heard](#) from the Department of Rail and Public Transportation (DRPT) on October 26 detailed the gap between state transit capital funding needs (\$2.4 billion over the next decade) and projected state revenues (\$1.3 billion). These projections highlight the serious challenge faced by the Commonwealth in identifying long-term, sustainable transit capital funding.

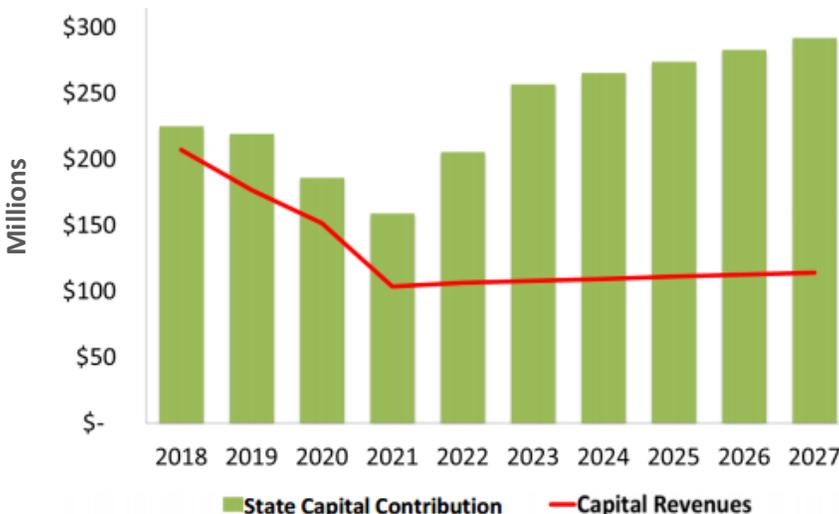
Under the projections, Northern Virginia would take the hardest hit. More than 80 percent of the \$2.4 billion in capital funding needs is for our regional and local transit systems. DRPT estimates that the statewide funding deficit averages \$107 million per year over the next 10 years, growing markedly beginning in 2021. That's when state-of-good-repair needs alone would exceed available revenues.

Members of the [Transit Capital Project Revenue Advisory Board](#) will receive a similar briefing on November 18. That panel, which includes NVTC Vice Chairman Jeff McKay and former Delegate Tom Rust, is charged with identifying new revenue and developing a project prioritization process.

Transit, as we know, helps fuel Northern Virginia's economy and quality of life. The looming funding cliff threatens progress on both fronts.

~ *Kate Mattice*
Acting Executive Director

State Transit Capital Funding Needs & Projected Revenues (FY18-27)



Excludes share of transit capital costs funded by federal revenues and by state other sources

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Key Dates

- Nov. 3 [NVTC Monthly Meeting](#)
- Nov. 3 [WMATA Board Committees](#)
- Nov. 10 [NVTA Monthly Meeting](#)
- Nov. 16 [Transportation Planning Board](#)
- Nov. 17 [WMATA Board of Directors](#)
- Nov. 18 [VRE Operations Board](#)
- Nov. 18 [Transit Capital Revenue Advisory Board](#)
- Nov. 30 [I-395 Express Lanes Design Public Hearing](#)
- Dec. 1 [NVTC Monthly Meeting](#)
- Dec. 5 & 8 [Transform 66 Eastbound Widening Public Hearing](#)
- Dec. 6-7 [CTB Meeting](#)
- Dec. 12 [NVTC/PRTC Legislative Briefing](#)

Transform 66 November Update

Shovels in hand, representatives of NVTC, Loudoun County, and VDOT broke ground October 25 for the Stone Ridge park-and-ride lot, which will anchor future express bus service. The first of 10 projects funded through Transform 66 Multimodal to begin construction, the Stone Ridge project was awarded more than \$1.9 million by NVTC. The funds will help cover costs associated with the 300-space park-and-ride lot, the purchase of two buses, and two years of bus service operations.



Representatives of NVTC, Loudoun County, and VDOT break ground on the Stone Ridge park-and-ride lot, being funded through Transform 66 Multimodal.

Standard Component Agreements

Following the Commission’s recent vote authorizing NVTC’s acting executive director to execute standard component agreements, staff has been working with jurisdictions to populate the agreements with criteria specific to each of the 10 components. Currently, three agreements are ready for approval by jurisdictional boards.

Memorandum of Agreement

The Commonwealth Transportation Board previewed [the amended Transform 66 Memorandum of Agreement](#) (MOA), as approved by NVTC, during its meeting in Crystal City on October 18. The amended MOA removes references to the use of tolls for widening the facility, modifies language to enhance credit-worthiness of the toll revenues, clarifies the use of funds for transit operations, and addresses technical corrections. The CTB will act on the MOA at its December meeting.

Transform 66 Inside the Beltway Eastbound Widening Public Hearings

All meetings are from 6:30 –8:30 p.m. Formal presentation is at 7 p.m.

Monday, December 5, 2016

[Washington-Lee High School Cafeteria](#)

1301 N. Stafford Street, Arlington, VA

Snow Date: Monday, December 12, 2016

[Arlington County Offices, Room 307](#)

2100 Clarendon Boulevard, Arlington, VA

Thursday, December 8, 2016

[Mary Ellen Henderson Middle School Cafetorium](#)

7130 Leesburg Pike, Falls Church, VA

Snow Date: Thursday, December 15, 2016

[VDOT Northern Virginia District Office, 1st Floor](#)

4975 Alliance Drive, Fairfax, VA

NVTC-Approved Multimodal Components

Bus Stop Consolidation and Accessibility Improvements

Peak Period Service Expansion to ART Bus Route 55

Peak Period Service Expansion to Metrobus Route 2A

Loudoun County Stone Ridge Enhanced Transit

Fairfax Connector Express Bus, Gov. Center to State Dept.

PRTC Gainesville to Pentagon Commuter Service

Expanded TDM Outreach to the I-66 Corridor

Expanded Transit Access, through Capital Bikeshare

Loudoun County Transportation Demand Management

Multimodal Real-Time Transportation Information Screens

NVTC’s Transform 66 website is updated regularly. Visit www.novatransit.org/i66multimodal to learn more.

State Update

Underscoring NVTC's special relationships with WMATA and VRE and its work to ensure that Northern Virginia is served by high quality transit, NVTC Chairman Jay Fisette [clearly defined the organization's role in the region](#) before members of the JCTA and House and Senate Transportation Committees at a meeting on October 19 in Crystal City. Fisette fielded questions, along with NVTA Chairman Marty Nohe, about the factors that distinguish each agency.

Prior to Fisette's presentation, DRPT Director Jennifer Mitchell provided the JCTA with an update on the status of legislation needed to create a federally mandated Metro Safety Commission (MSC). She gave the same update to the Commonwealth Transportation Board earlier in the day. Mitchell reiterated what she told NVTC Commissioners at their October meeting, that the MSC will be an independent legal entity with full safety oversight and enforcement authorities and financially and legally independent of WMATA. Establishment of



NVTC Chairman Jay Fisette explains the organization's unique role to members of the JCTA and House and Senate Transportation Committees

the MSC depends on identical legislation being enacted by the District of Columbia, Maryland and Virginia during the 2017 legislative session.

Metro's Value to the Region

Further deterioration of Metro will slow the region's growth and potentially cost local governments \$1 billion or more annually in lost tax revenue. That's one of the findings in [a preliminary report released October 26 by the Metropolitan Washington Council of Governments \(MWCOC\)](#). Finding new funds for Metro and insisting that it improve its performance are critical to the region's economic future. Metro's failure is not an

option, noted the report. Reliable funding is an imperative, as it would allow Metro to borrow on the nation's bond markets, saving the transit agency about \$2.5 billion over 10 years. MWCOC is working with business and civic groups to develop a proposal for dedicated funding to propose to the Virginia and Maryland legislatures in early 2018. MWCOC's final report is due early next year.

Fairfax County Launches Bikeshare

Tysons and Reston are now home to those iconic red bicycles, as [Capital Bikeshare opened 30 stations along the Silver Line on October 21](#). The county's network includes 128 bikes at 15 bike stations in and around Reston Town Center, the Wiehle-Reston East Metro station, the Reston YMCA and Reston Hospital Center. The Tysons network feature 94 bikes at 14 stations serving Silver Line stations, employment centers, and shopping and recreation destinations. The county invested \$1.7 million to launch Bikeshare, which is designed to provide a last-mile connection. The number of Capital Bikeshare members in Fairfax, currently 600, is expected to grow rapidly with the opening of these stations.



Fairfax County, federal and Capital Bikeshare officials cut the ribbon at the new Bikeshare station at Wiehle-Reston East Metro station.

NVTC & PRTC to Hold Joint Legislative Briefing



Monday, December 12, 2016

9:30-11 a.m.

Hilton Springfield

6550 Loisdale Road

Springfield, VA

Join NVTC & PRTC Commissioners
for an overview of federal and state issues affecting transit
in Northern Virginia

**Featuring speakers from the Commonwealth
and regional transit leaders, including**

Jennifer Mitchell
Director
DRPT

Doug Allen
CEO
VRE

Paul Wiedefeld
GM/CEO
WMATA



RSVP Today



Potomac and Rappahannock
Transportation Commission

Fare Payment Update

Driver Control Unit (DCU) Status

WMATA is in final negotiations with Cubic to provide a software and hardware solution to address the immediate need for functional fare boxes. WMATA will complete initial testing in 2017 and has invited regional partners to participate. NVTC continues to coordinate with WMATA and the region on technical evaluation of the solution.

Off-board Fare Payment Status

NVTC is coordinating with the City of Alexandria and both Arlington and Fairfax counties to identify solutions and a path forward for implementing off-board fare payment on priority transit corridors. Off-board fare payment would be used on the existing Metroway and future Route 1 bus rapid transit systems.

Identifying Regional Bus Opportunities

Noting that Northern Virginia’s regional bus network provides 120,000 miles of service each day, NVTC Acting Executive Director Kate Mattice told a packed house of business executives that opportunities to optimize bus service in the region abound. Chief among them are bus rapid transit (BRT), express bus service in the I-66 and I-395 corridors, bus stop consolidations, transit signal priority, and various technological enhancements.

[Mattice’s presentation](#) was part of a breakfast session, “What You Need to Know about Transportation,” hosted by the Northern Virginia Transportation Alliance in Fairfax on October 26. Stressing the need for bus systems to work across geographic boundaries in order to better serve businesses and residents, she pointed out possibilities for cost savings through shared bus maintenance and storage and adoption of regional fare products.



Images reflect the regional bus network’s composition and contributions as noted in [Kate Mattice’s presentation](#) to the Northern Virginia Transportation Alliance.

Around Town: Headlines from NVTC Jurisdictions & Partners



[Alexandria Takes Universal Bike Education for a Spin](#)



[City Issues Walkability Survey](#)

[Arlington County Board Paves Way for New Ballston Quarter Pedestrian Bridge](#)



[\\$400,000 Federal Grant to Help Fund BRT on Richmond Highway](#)

[I-66 Widening Will Change Some Arlington Bike Trails](#)

[Capital Bikeshare Arrives in Fairfax County](#)



[Wilson Boulevard to Get Protected Bike Lane](#)



[Construction of Stone Ridge Park-and-Ride Lot Begins](#)

[Board Acts for Pedestrian, Bicycle Access and Safety with More Street Types](#)



[Metro Late-Night Service Hearing Features Scathing Criticism, Pleas/Protests from Riders, Advocates](#)

[Arlington Receives Top Honor for Mobility Management](#)



[Share Your Vision or Big Idea for Transportation in Fairfax City](#)



[VRE Announces December 7 GHX Community Meeting](#)

[Santa Train Tickets on Sale Nov. 21](#)

Virginia Railway Express



Tickets for [VRE's Santa Train go on sale November 21](#) at 9 a.m. Available both online (\$6) and at the Spotsylvania, Fredericksburg, Broad Run, Manassas, Burke Centre, and Woodbridge stations (\$5), the tickets to this popular excursion sell out quickly. Ticket sales are limited to six per person for the December 10 train rides. VRE uses this event as an opportunity to remind people of the importance of rail safety. The event, while lots of fun, imparts a serious and important message: "Look, listen and live!" from [Operation Lifesaver](#).



Transportation Planning Board



Featuring more than \$42 billion in improvements, [the region's draft Constrained Long Range Plan](#) would add 76 miles of new Metrorail, light rail, streetcar, commuter rail, and bus rapid transit. That's a 26 percent increase in the number of miles of transit facilities. This year's amendment includes five new major projects and changes to four existing major projects. The biggest project slated to be added is new express toll lanes along an eight-mile stretch of I-395 in Northern Virginia. VDOT will dedicate a portion of toll revenues from the new facility to pay for transit service and transportation demand management efforts in the corridor. Other plan additions include VRE's Gainesville to Haymarket Extension and the Crystal City Transitway Northern Extension. [The 2016 CLRP Amendment is available for public comment through November 12](#). The TPB is expected to vote on the amendment at its November 16 meeting.

Washington Metropolitan Area Transit Authority



WMATA launched [direct trans-Potomac service between Virginia and National Harbor](#) on October 23. The new route is operated by Metro and funded by National Harbor developer Peterson Companies, the City of Alexandria, Fairfax County and the Maryland Department of Transportation in a unique public/private partnership. The service also connects riders with popular Fairfax County destinations, including historic Mount Vernon, Ft. Belvoir, and business/commercial centers in Lorton and Springfield and along Richmond Highway. At the Huntington Metrorail station, riders can connect to Fairfax Connector and Richmond Highway Express bus services.



Northern Virginia Transportation Authority



NVTA is gathering information that will help shape TransAction, Northern Virginia's 25-year transportation plan. [A new online survey focuses on eight areas](#) in the region and asks if and how participants interact with each area and what they see as the most pressing needs. It also seeks input on how to prioritize possible ways to address transportation needs, given the limited funds available. Options for consideration range in scale and include:

- Better transit access and more frequent service to, between, and within major business/residential centers in Northern Virginia.
- Improved highway connections in the region.
- Expanded park-and-ride lot capacity and improved commuter bus service.
- Coordinated signal timing on major roads.
- Enhanced connections between modes.