



As discussions continue in many circles about how to fund transit – particularly Metrorail – I have been sharing the sobering reality of the transit funding shortfalls facing our local jurisdictions with business and other interest groups. In meetings with the Northern Virginia Association of Realtors, Committee for Dulles and several chambers of commerce, I am making the case for sustainable and dedicated transit funding in advance of the 2018 General Assembly session.

In October, WMATA's Allison Davis, Metropolitan Council of Governments' Chuck Bean and I participated in "[METRO Fund It - Fix It! A Call to Action](#)." Sponsored by the League of Women Voters and the Coalition for Smarter Growth, the event served as a platform for discussion of dedicated funding for WMATA. NVTC's messages struck a chord with many in the audience, who Tweeted the information. Delegate Vivian Watts and I also participated in an afternoon session where we focused on the specific challenges confronting Virginia.

A WMATA-focused breakout session at the [Governor's Transportation Conference](#) this week, allowed me to share the results of NVTC's study on the value of rail transit to the Commonwealth with transit professionals from across Virginia. I was joined by WMATA's Greg Potts and DRPT's Jennifer DeBruhl, who spoke from their perspectives as to the value of Metrorail in the state and region and the challenges that must be overcome to ensure WMATA has the resources required to operate a safe and reliable system.

While garnering support for transit, particularly from the business community, is not a tough sell, I've found it is important to remind these groups of the critical need for them to go to bat for our transit agencies. They appreciate the vital role transit plays in moving our workforce, fueling our economy, and enhancing our quality of life, but there are competing priorities. That said, many of the groups with which I've met have embraced our position and are adding new or strengthening existing language in their legislative agendas on the need for dedicated and reliable funding.

The next few months are critical to transit. A report by former U.S. Transportation Secretary Ray LaHood, due to the Governor in mid-November, may include recommendations on funding WMATA. The Governor's budget, due out in December, may provide some insight into how he proposes to close the transit fiscal gap and get Metro back on track. The General Assembly will need to digest these various reports, [including one from August by the Transit Capital Revenue Projects Advisory Board](#), to develop a funding solution. NVTC stands ready to provide resources and information to senators and delegates as they work on this critical, time-sensitive issue.



Executive Director

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



Key Dates

Nov. 2	NVTC Monthly Meeting
Nov. 2	WMATA Board Committees
Nov. 9	NVTA Monthly Meeting
Nov. 15	Transportation Planning Board
Nov. 16	NVTC's WMATA Board Forum
Nov. 17	VRE Operations Board
Nov. 16	WMATA Board Meeting
Dec. 4	NVTC/PRTC Joint Legislative Conference in Springfield
Dec. 5-6	CTB Monthly Meeting
Dec. 7	NVTC Monthly Meeting
Dec. 22	Application Deadline for I-66 Commuter Choice Funding

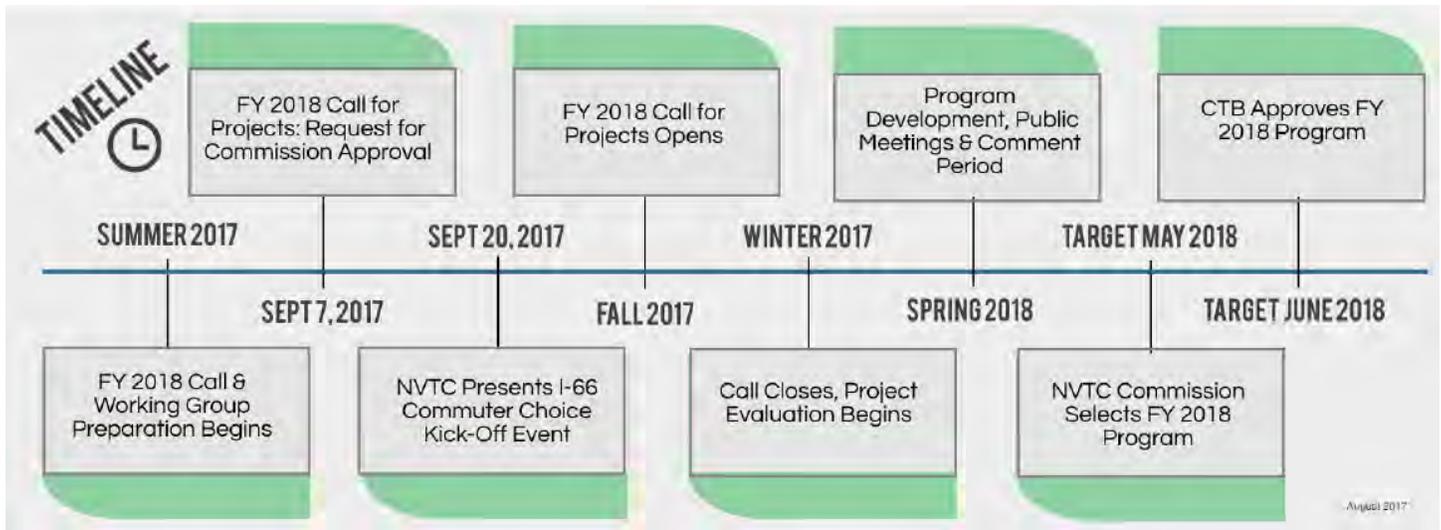
NVTC Extends Application Deadline for I-66 Commuter Choice Funding

At a well-attended VDOT-sponsored briefing on Oct. 16, NVTC's Patricia Happ updated jurisdictional staff on the [I-66 Commuter Choice call for projects](#). The program supports capital improvements, operations, and mobility initiatives that improve the efficiency and reliability of travel along the I-66 corridor inside the Beltway. The application deadline for the fiscal year 2018 call for projects has been extended to December 22, 2017. The rest of the program schedule remains the same. NVTC continues to meet with jurisdictions and agencies to

answer questions and provide detailed information. Staff has received excellent feedback on the program and expects a robust set of applications.



I-66 Commuter Choice Timeline



I-66 Commuter Choice Program Goals

Move More People	Reduce Roadway Congestion	Increase Travel Options	Enhance Transportation Connectivity	Improve Transit Service

Learn more about I-66 Commuter Choice at www.novatransit.org/i66commuterchoice

Regional Fare Collection Program

NVTC continues to represent Northern Virginia transit operators on the Farebox/Driver Control Unit (DCU) project. Later next month, WMATA plans to upgrade and test fareboxes on 15 buses. Once WMATA's upgrades are complete, Fairfax and Loudoun counties will upgrade and test fareboxes on six buses. Northern Virginia transit operators are also purchasing equipment so that they can begin farebox upgrades on their entire fleets by late fiscal year 2018. On November 1, NVTC will host a workshop to provide information to the jurisdictions on current and emerging fare collection technology. The workshop will serve as a forum to develop a collective vision for a next generation fare collection system for Northern Virginia.



Commissioners Encouraged to Attend Legislative/Policy Meeting

Given the numerous transit-related issues that must be addressed in the 2018 legislative session, development of NVTC's legislative agenda takes on heightened importance. Committee co-chairs Katie Cristol and Jeff Greenfield are encouraging all Commissioners to attend next month's

Legislative and Policy Committee meeting. This is an opportunity to shape NVTC's legislative agenda before it goes before the Commission in December. The meeting begins at 6 p.m., prior to the November 2 Commission meeting.



Save the Date!

***Monday, December 4, 2017 from 9-11 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 of Virginia
and regional transit providers**



Silver Line Phase 2 Construction on Track

Construction of Silver Line Phase 2 is now about two-thirds done, with more than half of the budget spent, according to an October briefing of the Metropolitan Washington Airports Authority (MWAA) Board of Directors. MWAA is overseeing construction of the project, which eventually will be operated and maintained by the Washington Metropolitan Area Transit Authority (WMATA). Phase 2, which is scheduled to open for passenger service in 2020, remains within its \$2.7 billion budget.

Of the \$1.4 billion spent through the end of August on Phase 2, \$186 million came from the contingency fund. Another \$364 million in contingency funds remain for changes or unexpected costs. Currently 107 identified changes are being reviewed.

More than 6,200 workers have spent in excess of 5 million hours working on the project. The bulk of the workers (58.3 percent) are from Virginia and a quarter (25.2 percent) are from Maryland. Just 3.4 percent of workers are from the District of Columbia. The rest (13.2 per-

cent) are from other states. Almost half of the workers are Hispanic.

Rail design and construction is 67 percent complete, while overall construction is 61 percent complete as of the end of August. Phase 2 includes six new stations between Reston Town Center and Ashburn.



**Join Virginia's WMATA Board Members
for a Discussion of the Challenges & Opportunities in**

Getting Metro Back on Track

Forum is open to the public and accessible via Metrorail

Thursday, November 16, 2017 at 7 p.m.

**Navy League Building
2300 Wilson Boulevard
Arlington, VA**



This forum, which includes a presentation and question/answer session, is sponsored by the Northern Virginia Transportation Commission. Learn more about NVTC and the upcoming forum at www.novatransit.org.

VTrans 2040 Seeks Public Comment



Technological advances provide tremendous opportunities and concerns in planning for the future of transportation in Virginia. The [Office of Intermodal Planning and Investment \(OIPI\)](#) seeks [public input](#) as it prepares for this brave new world. Tell OIPI what excites you, what concerns you, and how it should spend tax dollars.

VTrans2040
Vision Plan | Multimodal Transportation Plan

VISION

Virginia's multimodal transportation system will be ...

Virginia's multimodal transportation system will be **Good for Business, Good for Communities, and Good to Go.** Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

GOOD FOR BUSINESS

GOOD FOR COMMUNITIES

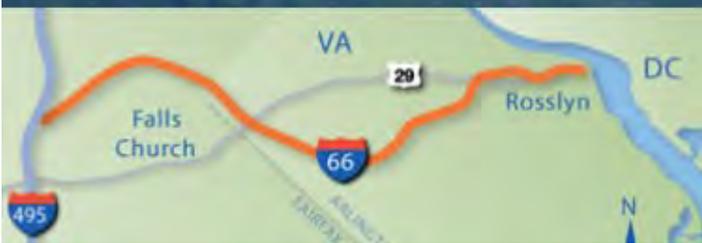
GOOD TO GO!

VDOT Launches New Website

Changes are coming to I-66 Inside the Beltway to improve your rush hour trip

Soon, anyone will be able to choose a faster trip during rush hours on Northern Virginia's Interstate 66 Inside the Beltway, between Interstate 495 and Route 29 in Rosslyn. If driving alone, you'll need to pay a toll and will need an E-ZPass. If you carpool, you can travel free and will need an E-ZPass Flex.

Use this website to learn more, and get your E-ZPass or E-ZPass Flex!



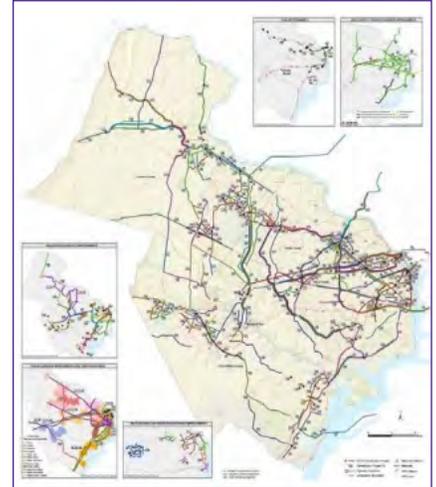
www.66expresslanes.org

NVTA Adopts Plan, Issues Call for Projects



The Northern Virginia Transportation Authority adopted the [TransAction Plan Update](#) in October. This long-range, multimodal transportation plan addresses regional transportation needs

through 2040. After the adoption of TransAction, the Authority issued a call for regional transportation projects [to be funded through NVTA's fiscal year 2018-2023 six-year program](#). The deadline for applications is noon on December 15, 2017.



TPB Kicks Off Regional Travel Survey



By this time next year, approximately 15,000 randomly selected households across the National Capital Region and neighboring jurisdictions will have participated in the [Transportation Planning Board's once-in-a-decade Regional Travel Survey](#), helping to paint a detailed picture of the daily travel patterns of people who call this region home. It provides a comprehensive, regional look at travel patterns and how and why those patterns change over time. It also provides critical inputs into the models the TPB uses to forecast future travel patterns and vehicle emissions. These models aid regional planning and decision making by showing how current plans are likely to affect travel patterns and travel conditions and whether they support the region's long-term air quality goals. The survey also will look at the effects of technology on commuting choices. Results will be available in 2019.

REGIONAL TRAVEL SURVEY		TRAVEL LOG	
Name		Passenger	
Travel Date		Passenger	
Home	Phone	Address, intersection, or business name	Where did you go?
Example	703-555-1234	123 Main St, Fairfax, VA	Work
Example	703-555-5678	456 Oak Ave, Arlington, VA	Child's school
Example	703-555-9012	789 Elm St, Alexandria, VA	Friend's house
Step 1	That would be...		
Step 2	That would be...		
Step 3	That would be...		
Step 4	That would be...		
Step 5	That would be...		
Step 6	That would be...		
Step 7	That would be...		
Step 8	That would be...		
Step 9	That would be...		
Step 10	That would be...		
Step 11	That would be...		
Step 12	That would be...		