



As NVTC grows its workforce, opportunities abound. Our [three newly hired and one internally promoted staffers](#) add depth and breadth to our bench. And, having been stretched thin given the addition of programs and responsibilities over the past several years, it provides current staff with a chance to focus on and dive more deeply into their portfolios. When we fill our remaining three vacancies – a grants manager, transit program manager, and transit fellow – we will be far better positioned to serve our jurisdictions and local transit providers.

The skills, knowledge and talents these individuals bring to NVTC will enhance and complement those of existing staff. Our capabilities in areas such as GIS, data analysis, transportation demand management, marketing, and publication design will expand exponentially. All of this will help ratchet up our game.

Restoration of the director of programs and policy, the position I held when I came to NVTC, will help take our programs to the next level. In this senior-level position, the director will coordinate with and guide staff to ensure the successful execution of programs such as I-66 Commuter Choice, Envision Route 7, Regional Fare Collection, Northern Virginia Transit Response Coordination, and Regional Bus Agenda, to name a few.

An advantage of hiring staff is the new ideas and fresh perspective they bring to an organization. Their inquiries often compel us to reconsider the way we do things. There is no doubt, given the open mindedness of existing staff, that we will revisit processes and practices in the name of improvement.

All this is not to say there won't be growing pains. Going from 12 to 18 employees, a 50 percent increase, will require some adjustments. Assimilating new staff while maintaining NVTC's culture and work ethic is a challenge we are up to. Our cramped quarters will make things difficult but that will be resolved early next year when we move to a larger space in our building.

These are exciting times at NVTC and our new staff will join a seasoned team with a winning record. Together we will continue our efforts to ensure that Northern Virginia's businesses and residents are served by a high-capacity, high-quality network of transit systems that allows our region to thrive.



Executive Director

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Northern Virginia Transportation Commission
2300 Wilson Blvd., Ste. 620
Arlington, VA 22201
www.novatransit.org



Key Dates

Oct 4	NVTC Monthly Meeting
Oct 11	WMATA Board Meeting
Oct 11	NVTA Monthly Meeting
Oct 17	NVTC Interim WMATA Committee Meeting
Oct 17	TPB Monthly Meeting
Oct 19	VRE Operations Board Meeting
Oct 25	WMATA Board Meeting
Oct 29-30	CTB Monthly Meeting
Nov 1	NVTC Monthly Meeting
Nov 8	NVTC Interim WMATA Committee Meeting

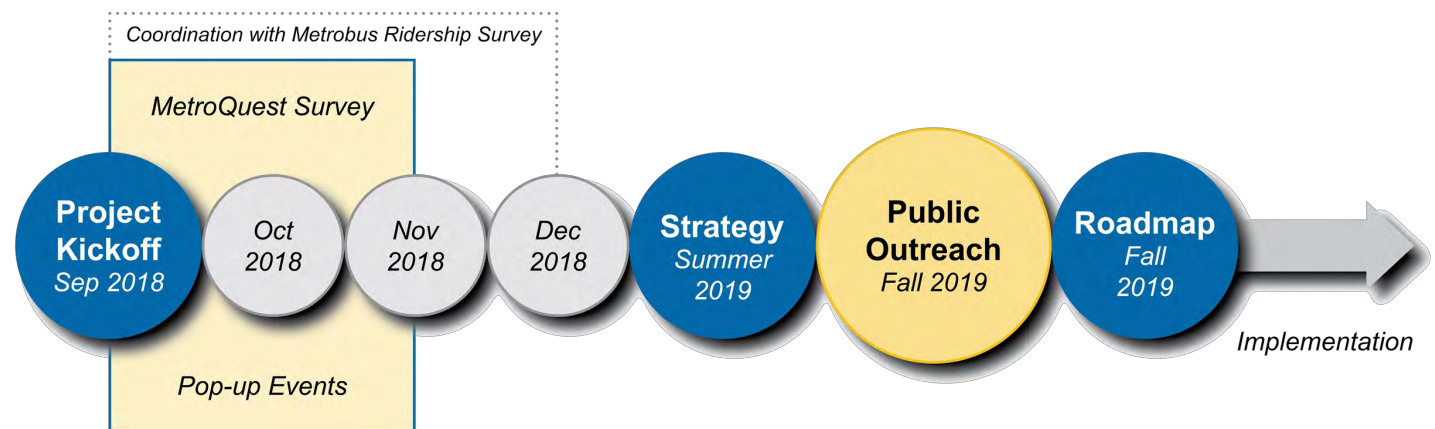
NVTC Helps Launch Regional Bus Transformation Project

NVTC is participating in the [Washington Area Bus Transformation Project](#), a regional effort to identify ways to make local bus service a more attractive transportation option. Executive Director Kate Mattice and Transit Planner Dan Goldfarb, P.E. are serving on the [Strategic Advisory Panel](#) and Technical Team, respectively. The two attended a kick-off summit at American University's Washington College of Law on September 12.

Over the next year, they will engage with regional stakeholders in the public and private sectors to explore all factors that influence the quality of bus service, including costs, advancing technology, governance structures, regional coordination and communication, service operations, funding sources, and the role of different provid-

ers. The project will develop a set of draft strategies with recommendations and an implementation plan by 2019. NVTC will promote the project's online survey and pop-up events this fall via social media and email.

"Buses play a critical role in connecting people throughout this region to opportunities. In this time of rapid change in transportation options, we need a shared vision for the best role of bus in our transportation network," said Eno Center for Transportation CEO Rob Puentes, who is chairing the project's Executive Steering Committee. "The Bus Transformation Project will identify and implement steps to make local bus a world class travel option for all of the region's residents."



Fare Collection Update



NVTC continues to advance its Fare Collection Strategic Plan, which was approved by the Commission in May 2018. As part of the actions designated in the plan, NVTC has been sharing and gathering mobile ticketing information with local transit providers. Each system's individual interest in and plans for mobile ticketing will be used to develop a Northern Virginia approach. This effort is being coordinated with WMATA's planned release of a mobile app that will enhance its SmartTrip® system. The app will provide real-time information and SmartTrip® account management. When fully implemented, it will allow customers to purchase fare products, add value, and use their smartphone as a virtual SmartTrip® card. NVTC is monitoring the progress of this initiative, partici-

pating in user interface reviews, and representing the needs of Northern Virginia transit systems.

The farebox/Driver Control Unit (DCU) upgrade project has experienced schedule delays as WMATA and its contractor, Cubic, resolve software issues prior to testing. NVTC is coordinating with Fairfax and Loudoun county staff to ensure they are ready to test the new hardware and software. NVTC is working with WMATA and the transit systems to ensure that their current fareboxes can be maintained into 2019 until the farebox/DCU upgrade is ready for full-scale deployment.

NVTC has been coordinating with WMATA and its Northern Virginia partners on expanding Metro's University Pass program. NVTC has analyzed data received from the pilot program, is working with WMATA on expansion to the region, and will continue facilitating regional transit systems' participation in the program.

NVTC Welcomes New Staff

Allan Fye, Director of Programs and Policy



Allan Fye comes to NVTC from the City of Alexandria, where he served as division chief for transit services. There he was responsible for transportation demand management, the transit capital program, paratransit service, transportation funding, and regional coordination. Allan's experience in the transportation industry includes Houston Metro, the District of Columbia Department of Transportation and the North Jersey Transportation Planning Authority. He earned bachelor's and master's degrees from the University of Pittsburgh. Allan is excited to join NVTC and be a part of many exciting, innovative programs.

Joey de St. Aubin, Transit Fellow



Joey de St. Aubin joins NVTC as a transit fellow. He will assist with community outreach, policy analysis, and communications. An Atlanta native, Joey is a graduate of the Andrew Young School of Policy Studies at Georgia State University. While in school he interned with the Metropolitan Atlanta Rapid Transit Authority. Joey is excited to share his passion for improving public transit with the people of Northern Virginia.

Jae Watkins, Commuter Choice Marketing and Outreach Manager



Jae Watkins joins NVTC from Alexandria Renew Enterprises. She will manage marketing and community outreach for the Commuter Choice program. While at Alexandria Renew, Jae directed the organization's communications efforts and spearheaded an award-winning engagement program. Jae previously coordinated outreach and programs for environmental organizations in Brooklyn, New York. A graduate of Virginia Tech, Jae brings 10 years of outreach and engagement experience to NVTC.

Matt Cheng, Program Analyst



Matt Cheng moves from NVTC transit fellow to program analyst. A Northern Virginia native, Matt attended college in Portland, Oregon, where he studied economics and statistics. While a fellow, Matt worked on legislative, data and spatial analysis. In his new role, Matt will support NVTC modeling efforts and the development of data analysis tools. He also will manage regional transit response coordination efforts. Matt is pleased to continue his work with NVTC and improve transit options in Northern Virginia.

Envision Route 7 Enters Third Phase



Phase III, a conceptual engineering study, of Envision Route 7 is underway. The study will help refine the project cost, identify potential areas of concern, develop a potential staging strategy, and provide guidance on preserving the required rights-of-way. It will identify rights-of-way that could be needed for the bus rapid transit route and guide jurisdictions in their subarea and sector planning. The study will con-

tinue through next year. Data collection compilation and mapping are currently moving ahead. Kittelson and Associates is performing the work, with AECOM and Gorove/Slade as subcontractors. Jamie Henson, who until recently worked at the District Department of Transportation and was the program manager for the DC street-car planning efforts, is Kittelson's project manager for the study.

DRPT Seeks Comment on Transit Capital Funding Prioritization

October 25 is the [deadline to comment](#) on the Department of Rail and Public Transportation's (DRPT) proposed policy and guidelines for transit capital prioritization and urban transit agency strategic plans. The development of a prioritization process is required under [Virginia's 2018 Omnibus Transit Funding Bill](#). The Common-

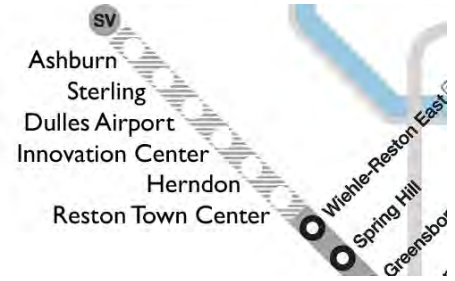
wealth Transportation Board will finalize these policies and guidelines at its meeting on October 30, 2018.

DRPT currently is working with the [Transit Service Delivery Advisory Committee](#), whose members include NVTC Executive Director Kate Mattice, to develop a prioritization process for transit operating expenses.

WMATA Considers Contracting Out Silver Line Operations, Maintenance

Metro announced [a competitive contracting opportunity for the maintenance and operations of Silver Line](#) trains, stations and facilities on September 18. The use of competitive pricing contracts is a way to control operation and maintenance costs, as well as future pension costs, according to the transit agency. The contract will not result in a loss of jobs at Metro. Proposals are due by January 15, 2019, with the contract expected to be

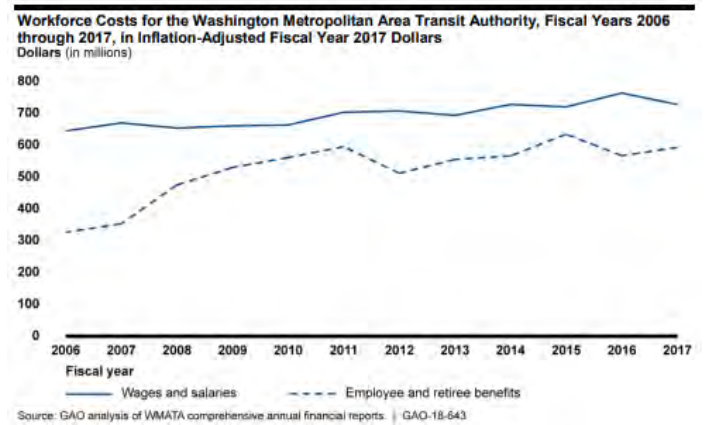
awarded in Spring 2019. Silver Line Phase 2, which adds 11.5 miles of track and six stations to the system, is expected to open in 2020.



Federal Report Warns of Rising Pension Costs at WMATA

The [U.S. Government Accountability Office released a report](#) on September 10 noting that WMATA's unfunded pension liability threatens the transit agency's long-term viability. It stated that, "The Washington Metropolitan Area Transit Authority's (WMATA) workforce costs—including wages, salaries, and benefits for employees and retirees—increased on average by about 3 percent annually from fiscal years 2006 through 2017. This increase was largely driven by the cost of employee and retiree benefits. Specifically, the amount WMATA was required to contribute to its pension plans increased by an annual average of about 19 percent during this period. Due to their relative size, proportion of retirees compared to active members, and investment decisions, these pension plans pose significant risk to WMATA's

financial operations, yet WMATA has not fully assessed the risks."



WMATA Deploys Real-time Bus Info Screens on Columbia Pike

Solar-powered, digital, real-time arrival information screens have been deployed at several bus stops along Columbia Pike. The signs, made by Connectpoint, are a part of WMATA's initiative to provide arrival information in real time. The digital screens will also display customized alerts, allowing WMATA to quickly send information about delays or disruptions on the 16Y route to its riders.



GOVERNOR'S
TRANSPORTATION
CONFERENCE

2018

INNOVATION
SUMMIT

Norfolk Hilton The Main

Oct 30 - Nov 2, 2018

Contractor Selected for Potomac Yard Metrorail Station

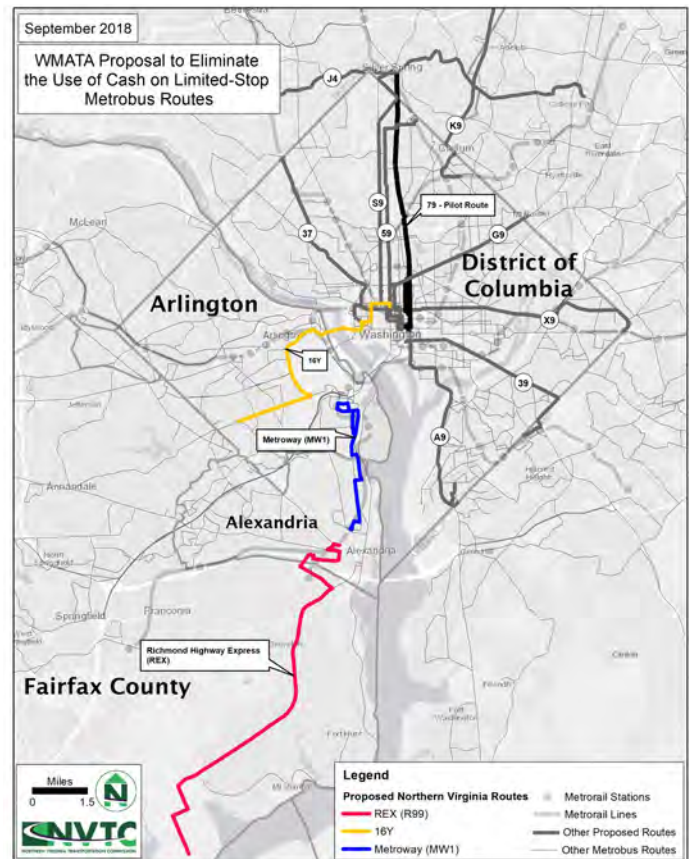
WMATA and the City of Alexandria selected a construction team for the Potomac Yard Metrorail station in early September. The station, part of the city's redevelopment of a former rail yard, is expected to generate billions of dollars in new private sector investment over the long term and eventually support 26,000 new jobs and 13,000 new residents. The contracting team, a joint

venture of Halmar International and Schiavone Construction Co., has prior experience in transit projects including work on the New York City subway. The Blue and Yellow line station will be built between the Braddock Road and Ronald Reagan Washington National Airport stations. The \$320 million station is projected to open in 2022.

WMATA Considers Going Cash-free on Three Virginia Metrobus Routes

Metrobus routes 16Y (Columbia Pike – Farragut Square), Richmond Highway Express (Fort Belvoir - King Street-Old Town Metrorail station) and Metroway (Pentagon City - Braddock Road Metrorail stations) are potential cash-free routes. WMATA is looking at ways to speed up bus service and is considering going cash-free on limited-stop routes by only allowing payment with a pre-loaded SmarTrip® card. That's because passenger boarding and fare payment can take up to 25 percent of a bus route's travel time. Loading cash onto a SmarTrip® fare card or paying with cash on the bus takes at least 10 seconds per person, which significantly slows progress.

WMATA piloted cash-free service on its MetroExtra Route 79 in Washington, D.C. Data from the pilot will help evaluate whether the cash-free service should be made permanent and extended to other lines. Public comment, which closed September 24, will be provided to Metro's Board of Directors in November 2018 as part of the final decision-making process. Metro will conduct a Title VI analysis on service and fare equity prior to any permanent removal of cash as a fare payment option.



Metro Begins Process for 8000-series Railcar Procurement

WMATA took the first step toward acquiring [its next-generation railcars](#) on September 4 with the release of a [request for proposals](#) for their design and construction. More than 250 of the 8000-series cars will be purchased to allow for the retirement of the 2000- and 3000-series railcars. The new cars will include features such as digital advertising screens, dynamic digital maps, support for remote announcements, charging ports for electronic devices, and improved lighting, signage and floor markings in spaces reserved for those with disabilities. Proposals are due in late January of 2019 with delivery of the first cars expected in 2024.



Capital Bikeshare



Capital Bikeshare added [80 electric pedal-assist bikes to its fleet](#) in September. The ebikes, representing just 2 percent of the system's fleet, rent at the same cost as their non-electric counterparts. Branded as "CaBiPlus," the ebikes can be distinguished from Capital Bikeshare's traditional bikes by their black color. The ebikes, which appear as lightning bolts on the system's app, saw over 600 trips on their first day in service. Ridership per ebike was more than double that of a standard CaBi bike that day.



City of Alexandria



The planned closure of the King Street-Old Town Metrorail station bus loop has been delayed until mid-October. That's when construction will begin on the [station access improvement project](#). The project will improve pedestrian access and safety, add three bus bays, and designate areas for bikes, shuttles, kiss-and-ride, taxis and car share. Construction is expected to be completed on time, by mid-2020.



Transportation Planning Board



To solicit feedback on the [region's new long-range transportation plan](#), The Metropolitan Washington Council of Governments hosted three open houses in September, including one in Fairfax. Known as Visualize 2045, the plan builds on existing plans and adds an aspirational element to reflect not just what is planned but also what could be. [Public comment closes October 7.](#)



Virginia Railway Express



VRE is gearing up to provide [special service for the Clifton Day Festival](#) on Sunday, October 7. The festival features crafts, fine arts, antiques, and a civil war re-enactment. Trains will run between the Manassas and Rolling Road stations, making all stops including the special stop in Clifton. Rides to Clifton will be free. Trips departing Clifton will cost \$5 for all passengers over 2 years of age.

