



One cannot doubt the importance of transit to Northern Virginia to judge by the turnout and coverage of NVTC’s launch of the I-66 Commuter Choice program on September 20. More than 150 elected and appointed officials, transit agency heads, consultants, staff and students from an Advanced Placement Government class at George Mason High School joined NVTC and Governor Terry McAuliffe in Falls Church to celebrate all that has been accomplished since we entered into the 40-year partnership last year.

This partnership – which gives NVTC the authority to fund transit and related improvement projects in the I-66 corridor with toll revenues – will pave the way for similar joint initiatives, “joint” being the operative word. In October, the Commission will be briefed on a Memorandum of Agreement (MOA) with the Commonwealth that will allow NVTC and our sister organization, the Potomac and Rappahannock Transportation Commission (PRTC), to fund transit projects along I-95/I-395 with \$15 million in annual payments from Transurban, operator of the I-95 Express Lanes. Commissioners will consider the MOA in November.

NVTC and PRTC, which share ownership of the Virginia Railway Express, have a long history of working together. The application, evaluation, selection and monitoring procedures that NVTC has developed for I-66 Commuter Choice will serve as a model, allowing our two organizations to easily implement a process to identify projects that will best serve the toll payers in the I-95/I-395 corridor.

As our chairman, Jeff McKay, noted at the kickoff event: “There is no single response that will eliminate congestion on I-66, but the combination of transit and the related improvement projects that the Northern Virginia Transportation Commission is funding will make incredible inroads, transforming the commutes of thousands upon thousands of residents.” Now, replace the words “I-66” with “in the region” – the region extending south to Fredericksburg and Stafford County – and you will get a sense of the potential impact NVTC can have in alleviating congestion and improving commutes.

It is particularly heartening for NVTC staff to know the reach and effect of these projects, as they reinforce that the staff’s work is indeed for the greater good, with wide-ranging societal benefits. That, I believe, says it all.



Executive Director

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Key Dates

- Oct. 5 [NVTC Monthly Meeting](#)
- Oct. 7 [METRO Fund It - Fix It!](#)
- Oct. 12 [NVTA Monthly Meeting](#)
- Oct. 12 [WMATA Board Committees](#)
- Oct. 18 [Transportation Planning Board](#)
- Oct. 20 [VRE Operations Board](#)
- Oct. 23-24 [CTB Monthly Meeting](#)
- Oct. 26 [WMATA Board Meeting](#)
- Nov. 2 [NVTC Monthly Meeting](#)
- Dec. 4 [NVTC/PRTC Joint Legislative Conference in Springfield](#)
- Dec. 8 [Application Deadline for I-66 Commuter Choice Funding](#)

Governor Joins NVTC to Launch I-66 Commuter Choice Program

Despite the unseasonably warm temperatures, well over 150 people turned out for NVTC's I-66 Commuter Choice ribbon-cutting event on September 20 in Falls Church. Governor Terry McAuliffe spoke to the important partnership between the Commonwealth and NVTC, noting that the 10 projects that the Commission has funded will, in combination with the new Express Lanes inside the Beltway, eventually move an additional 5,000 people through the I-66 Corridor each rush hour.



Dumfries, Herndon, Leesburg, Purcellville and Vienna – as well as the transit agencies that serve these jurisdictions, including Metro and Virginia Railway Express, to learn more about the application process.

To expedite and simplify the application process and provide information about I-66 Commuter Choice to the public, NVTC staff created a new website. This attractive website contains both historical and current information and includes a map of funded projects. A video featuring the first 10 projects, which played during the kickoff event, is also posted on the website.

NVTC received significant media coverage of the event, including a live Facebook interview by WUSA. The day after the kickoff, VDOT began posting to social media an interview by Deputy Transportation Commissioner Grindley Johnson, aka #CommuterAdvocate, with NVTC Executive Director Kate Mattice about the I-66 Commuter Choice program.



NVTC Chairman Jeff McKay -- emphasizing the enormous need for more transit, as demonstrated by the \$42 million in requests during the first call for projects -- announced that NVTC would be accepting applications for a second round through December 8. The Commission approved the second call at its September meeting. Upcoming one-on-one briefings between the I-66 Commuter Choice program manager and potential applicants will offer jurisdictions — which are the counties of Arlington, Fairfax, Loudoun and Prince William, the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park, and the towns of



Scenes from NVTC's I-66 Commuter Choice Kickoff



Select Media & Social Media Coverage of I-66 Commuter Choice Kickoff



Regional Fare Collection Program

NVTC, as a representative of the Northern Virginia transit operators, continues to coordinate with WMATA on the Farebox/Driver Control Unit project. This includes monitoring the progress of software development and preparing the Northern Virginia partners for equipment purchases and testing participation. NVTC is organizing a

Next Generation Fare Collection Visioning Workshop to take place November 1. This will allow Northern Virginia transit operators to learn more about current and emerging fare collection technologies in the industry and develop a shared vision for future fare collection methods.

NVTC Opines about the Value of Rail Transit in Northern Virginia

Following the release of NVTC's [The Value of Metrorail and Virginia Railway Express](#) report, staff worked with Chairman Jeff McKay and Vice Chairman Paul Smedberg on opinion pieces for local newspapers. [The Washington Post published the chairman's op-ed](#) on September 15 and the [Washington Business Journal ran the vice chairman's viewpoint article](#) on September 22. Both pieces drove home several key messages:

- The presence of Metrorail and VRE supports an additional 85,000 households and 130,500 jobs in Northern Virginia.

- Those households and jobs generate more than \$600 million annually in sales and income tax revenue that flow to the state's general fund.

- Given Virginia's annual transit operating and capital contribution to Metrorail and VRE (about \$170 million budgeted in fiscal year 2018), the return on investment to the Commonwealth exceeds 250 percent.

- \$600 million, which represents just over 3 percent of general fund revenues, covers Virginia's annual, general fund expenditures on state colleges and universities (about \$316 million) and state police (about \$266 million).

Fairfax County and VRE Host Rail Safety Week Event

As part of the first National Rail Safety Week, September 24-30, Fairfax County and Virginia Railway Express held a news conference on Thursday at VRE's Burke Station urging the public to stay off the tracks. Every three hours a person or vehicle is hit by a train in the U.S., according to [Operation Lifesaver](#). In June, [a 13-year-old girl was struck and killed by a VRE train](#) as she walked along the track in the Clifton area of Fairfax County.



Around Town: Headlines from/about NVTC Jurisdictions and Partners



[Second Phase of Silver Line More Than 60% Complete](#)



[METRO Fund It - Fix It! A Call to Action on Oct. 7](#)



[Planning Commission Sides With Neighbors on Two Crystal City VRE Options](#)



[\\$5B plan for better Va. train trips moves forward](#)



[Shaping the Future through Transportation and Development on Oct. 10](#)



[13th Annual What You Need to Know About Transportation on Oct. 3](#)

WMATA Provides Quarterly Back2Good Update

BACK2GOOD



SERVICE RELIABILITY

- **Customer offloads down nearly 40%** in first seven months of 2017, compared to the same period in 2016.
- **Rail customer on-time performance improved to 89%** for August 2017.
- **MyTripTime:** WMATA is the first transit property in the country to offer personalized travel time data for customers. Check it out by logging into your SmartTrip account at smartrip.wmata.com.



RAIL & BUS FLEET

- **Railcar reliability up more than 50%** in first seven months of 2017, compared to the same period in 2016.
- **Cooler railcars:** Nearly 60% fewer HVAC issues reported in July 2017, compared with July 2016.
- **50 new 7000-series trains** (400 railcars) in service.
- **100 new Metrobuses** each year replace the oldest, least reliable buses in the fleet.

For more information visit wmata.com/back2good

Update Published: September 11, 2017



FINANCIAL MANAGEMENT

- **Largest annual capital investment** – \$1.16 billion – recorded in Fiscal Year 2017.
- **Slashed more than \$100 million** in spending and ended Fiscal Year 2017 with a balanced budget.
- **Employee absenteeism down 10%** following policy changes.



SAFETY & SECURITY

- **Major crime on Metro down 20% in the first seven months of 2017**, including pickpocket thefts down 50%, bicycle thefts down 26%, and snatch thefts down 14%.
- **Fire & smoke incidents down 20%** this year, including an **11% drop in arcing incidents**, due to aggressive rail infrastructure rebuilding and preventive maintenance programs.

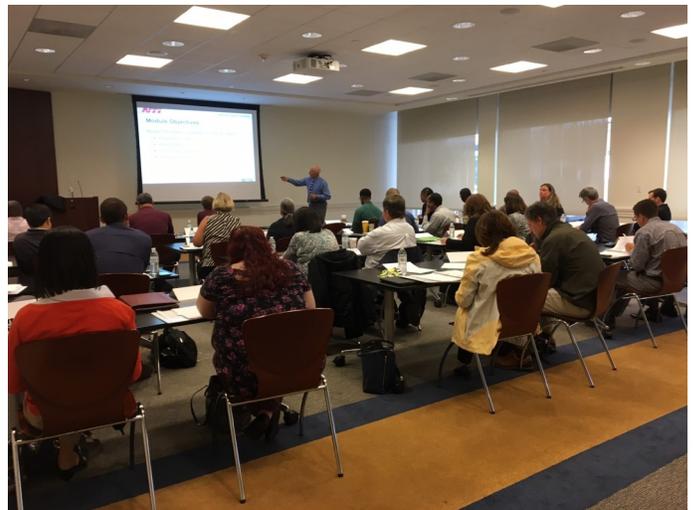


STATION IMPROVEMENTS

- **Escalators achieving 95% performance** for first seven months of the year, with 80 new and 153 fully rehabilitated escalators since 2011.

NVTC Sponsors National Transit Database Training

To help local transit agencies meet their [federal reporting requirements](#), NVTC hosted a two-day training session in mid-September on the National Transit Database. Those receiving grants from the Urbanized Area Formula Program or Rural Formula Program are required to submit certain data to the Federal Transit Administration (FTA). In effect since 1974, the reporting requirements have allowed the FTA to make a wealth of information -- such as agency funding sources, inventories of vehicles and maintenance facilities, safety event reports, measures of transit service provided and consumed, and data on transit employees -- available to the public.



Virginia DRPT



The Department of Rail and Public Transportation released its [2017 Virginia Rail Plan](#) in September. The report focuses on both freight and passenger rail, describing their benefits to the Commonwealth and exploring what the future holds for both types of rail systems. The rail plan also spells out priority improvements and investments. “The Commonwealth invests in the rail network as part of a multimodal approach to meet the growing demand for freight and passenger transportation service and support the economic changes and travel preferences of Virginians,” notes the report.



Youth Bike Summit



The [2017 Youth Bike Summit rolls into Arlington](#), October 6-8. Attendees from around the country will explore how bicycling can be a catalyst for positive social change. The three-day conference focuses on youth, bikes, education, advocacy and leadership. Each year, people of varying ages, disciplines, and backgrounds gather together to learn, share, network, and discover the power of the bicycle. Knowledgeable keynote speakers, hands-on workshops and panel presentations allow participants to explore the what biking means for youth, families, communities and the planet.



NVTC Welcomes New Staff Member



Cheyenne Minor is NVTC’s new manager of grants and compliance. She manages NVTC’s federal grants, I-66 Commuter Choice reimbursements, and supporting DPRT grants and NVTC contracts. Cheyenne was born in Memphis, Tennessee, where she gained an early appreciation of public transit. Her background in finance includes positions with Harrah’s Entertainment, Pfizer Pharmaceutical and the State of Tennessee. She came to the DC region in 2008 and began her career in grants and contracts with a non-profit organization and, later, Arlington County Government and WMATA. She has more than 20 years’ experience in the areas of finance, accounting, contracts and procurement. Her B.A. is from the University of Memphis and she has studied at Lemoyne Owen College. Cheyenne looks forward to working with the jurisdictions and supporting the goals, future growth, and success of public transit in Northern Virginia.

WMATA



Metro is proposing [service changes to selected bus routes](#) based on input from customers and local governments, and an analysis of on-time performance, ridership, corridor studies and cost efficiency.

In Virginia, changes are being considered for:

- Pentagon City Modifications: 7A, 7F, 22A
- Columbia Pike Restructuring: 16A, 16B, 16G, 16H, 16J, 16K, 16P
- Service Extensions or Additions: 4B, 11Y, 29K, 29N
- Service Modifications: Metroway
- Service Reductions or Eliminations: 4A, 10E, 22B

Customers are encouraged to share thoughts about the proposed service adjustments. Comments will be provided to Metro’s Board of Directors for consideration prior to adopting any service changes. Any Board-approved service changes would begin within the next year.

Customer feedback may be provided through 9 a.m. on October 2 by [completing an online survey](#).