

The following items were handed out at
the June 7, 2018 NVTC Meeting.

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RESOLUTION

SUBJECT: Commending the Honorable Jeffrey C. Greenfield on the Occasion of His Departure from NVTC

WHEREAS: The Honorable Jeffrey C. Greenfield has served as a member of the Fairfax City Council since 1994;

WHEREAS: The City of Fairfax appointed Mr. Greenfield to the Northern Virginia Transportation Commission and he has served as a Commissioner since July 2008;

WHEREAS: NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: During his tenure at NVTC, Mr. Greenfield served as co-chair of the Legislative and Policy Committee at a critical time for transit funding and policy in the Commonwealth. He helped lead NVTC's efforts to ensure passage of legislation that dedicates an additional \$154 million annually for the Washington Metropolitan Area Transit Authority (WMATA) and \$15 million annually for the Virginia Railway Express. He also was successful in working to expand NVTC's oversight role and responsibilities as they pertain to WMATA; and

WHEREAS: Mr. Greenfield has represented the City of Fairfax on several regional bodies addressing transportation issues – including the Northern Virginia Transportation Authority, the Metropolitan Washington Council of Governments Board of Directors, and the Fairfax 2020 Commission – where he drew on his engineering and transit experience to promote economically vibrant and liveable communities.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission commends the Honorable Jeffrey C. Greenfield for his service to NVTC and the citizens of Northern Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Greenfield as an expression of its gratitude and in appreciation of his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 7th day of June 2018.

Paul C. Smedberg
Chairman

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Dealing with a Fast-Changing Mobility Landscape

Robert Puentes, President/CEO, Eno Center for Transportation

@rpuentes

About the Eno Center for Transportation

Founded in 1921 by William Phelps Eno, inventor of the stop sign



**Only U.S. think tank focused:
On all modes of transportation
To all levels of government
With public, private, non-profit sectors**



Demographic &
cultural changes



Globalization
complexities



Environment/
resiliency
concerns



Technological
disruptions



Political/
financial
hurdles

Outline

1. Major period of transition for transit
2. Problem is thinking about these changes the wrong way
3. How should transit deal with the transition?

Transit ridership is declining in almost every major U.S. urban area

	URBANIZED AREA	CHANGE	%
Unlinked passenger trips, 2014-2016	Austin	-4,150,253	-12.6%
	Los Angeles	-81,464,241	-12.6%
	Virginia Beach	-2,201,019	-13.2%
	Memphis	-1,116,597	-13.3%
	Miami	-23,809,080	-14.4%
	Charlotte	-4,241,812	-15.1%
	Riverside	-3,888,357	-16.2%

Source: Eno analysis of National Transit Database



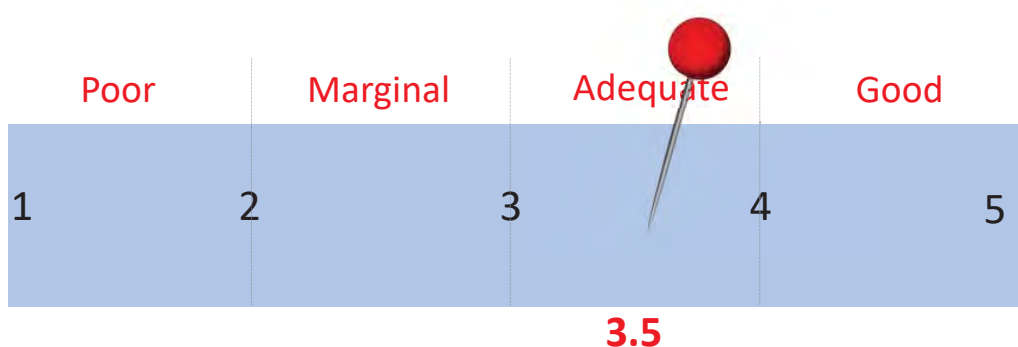
Public/private roles are changing



Current levels of investment fail to reach state-of-good-repair



Current levels of investment fail to reach state-of-good-repair

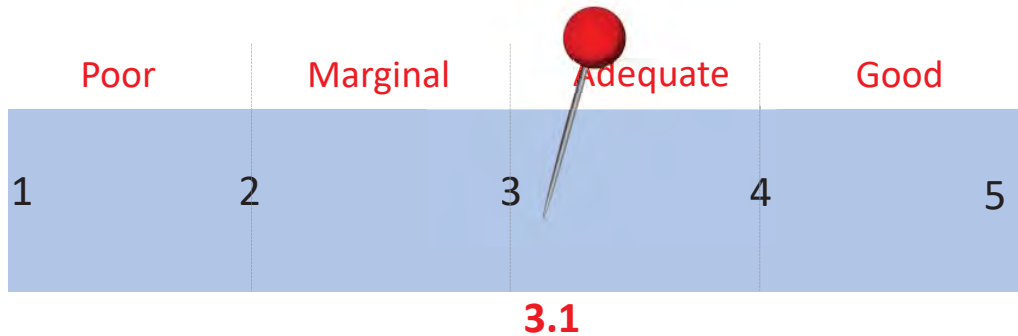


\$90 billion



Source: Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance, Exhibit 7

Current levels of investment fail to reach state-of-good-repair

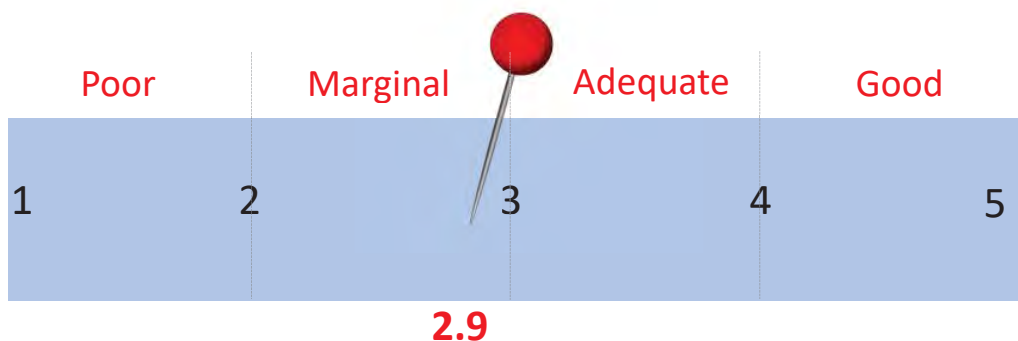


\$122 billion



Source: Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance, Exhibit 7

Current levels of investment fail to reach state-of-good-repair

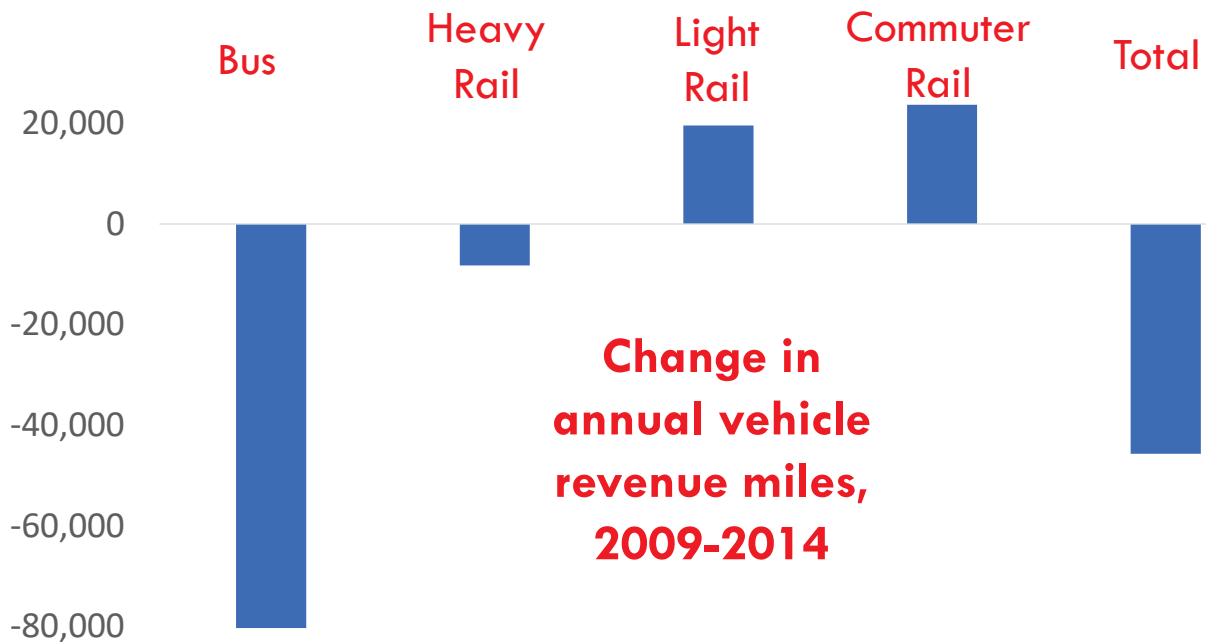


\$191 billion



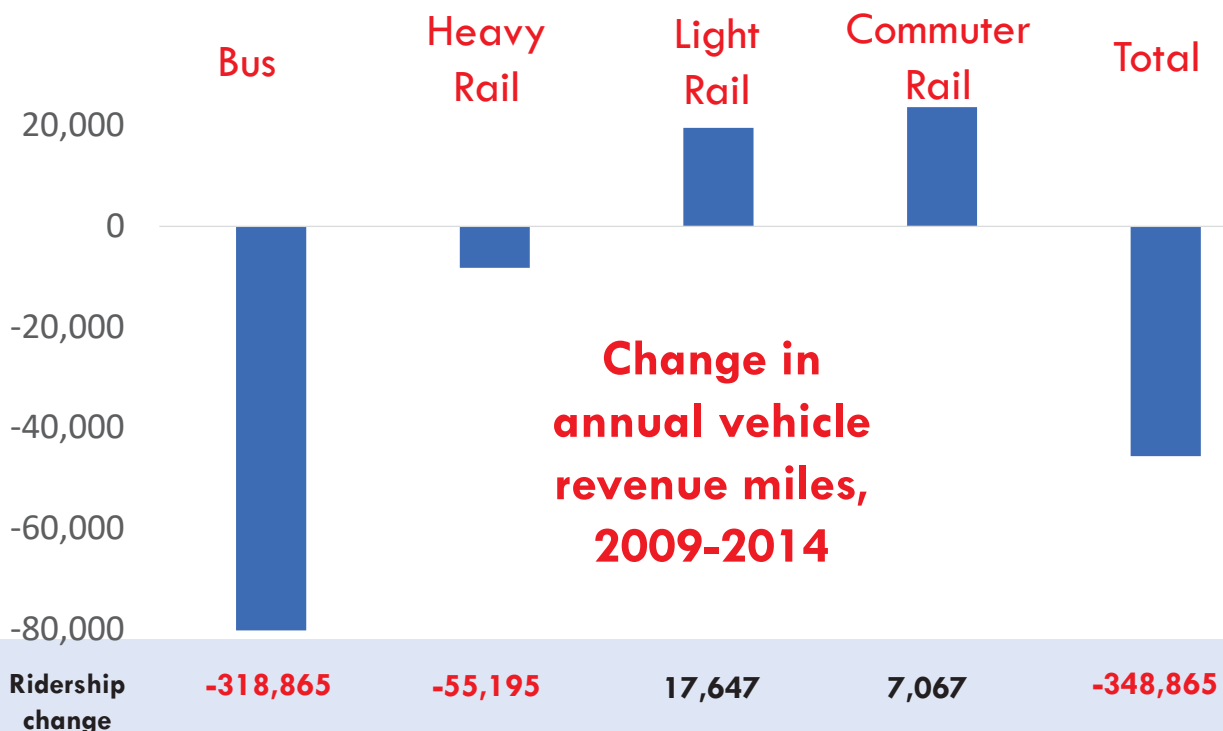
Source: Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance, Exhibit 7

Bus and heavy rail service and frequency is declining



Source: APTA Public Transportation Fact Book Appendix B: Operating Statistics

Bus and heavy rail service and frequency is declining



Most transit agencies facing difficult budgetary challenges

RTA facing "catastrophic" revenue loss in 2017
Despite cuts, Met Council is still feeling the budget crunch
L.A. BART Consider To Solve Multi-Million Dollar Budget Deficit
TTC faces perfect storm with costs rising, ridership slumping
Met Council facing big deficit forcing transit agencies to
Milwaukee County force transit
NJ Transit revenue drop fueled by cheaper gas prices, agency says



Outline

1. Major period of transition for transit
2. Problem is thinking about these changes the wrong way
3. How should transit deal with the transition?

Waiting for major infrastructure packages to materialize



Paying disproportionate attention to expensive rail projects



Expecting young people to drive up transit ridership



Focusing on labor as the main culprit of higher costs



Taking an insular view toward transit



Outline

1. Major period of transition for transit
2. Problem is thinking about these changes the wrong way
3. How should transit deal with the transition?

1. Engage in new partnerships

PRIVATE FIRMS

TNCs, service contractors, public/private partnerships

CIVIC INSTITUTIONS

Linking transit to other priorities: housing, work-force, education, environment

OTHER AGENCIES

New networks help agencies learn from each other (ION; MAX; MRDG)



2. Innovate on funding and finance

CUT TO INVEST

Adhere to true asset management plan; focus savings on existing system

LAND VALUE CAPTURE

Recover a portion of increased property value from public investment

GO TO VOTERS

Ask citizens to approve new capacity expansions



3. Focus on core mission: people

MOVE TO AN ACCESSIBILITY MODEL

Emphasize
connections to
jobs, opportunity

REDESIGN BUS NETWORKS

Update routes to
get people from
where they are to
where they want
to go

INCLUSIVE PUBLIC PROCUREMENT

Use transit
purchases to
address a range of
priorities



Dealing with a Fast-Changing Mobility Landscape

Robert Puentes, President/CEO, Eno Center for Transportation

@rpuentes

Northern Virginia Regional Fare Collection Strategic Plan

June 7, 2018

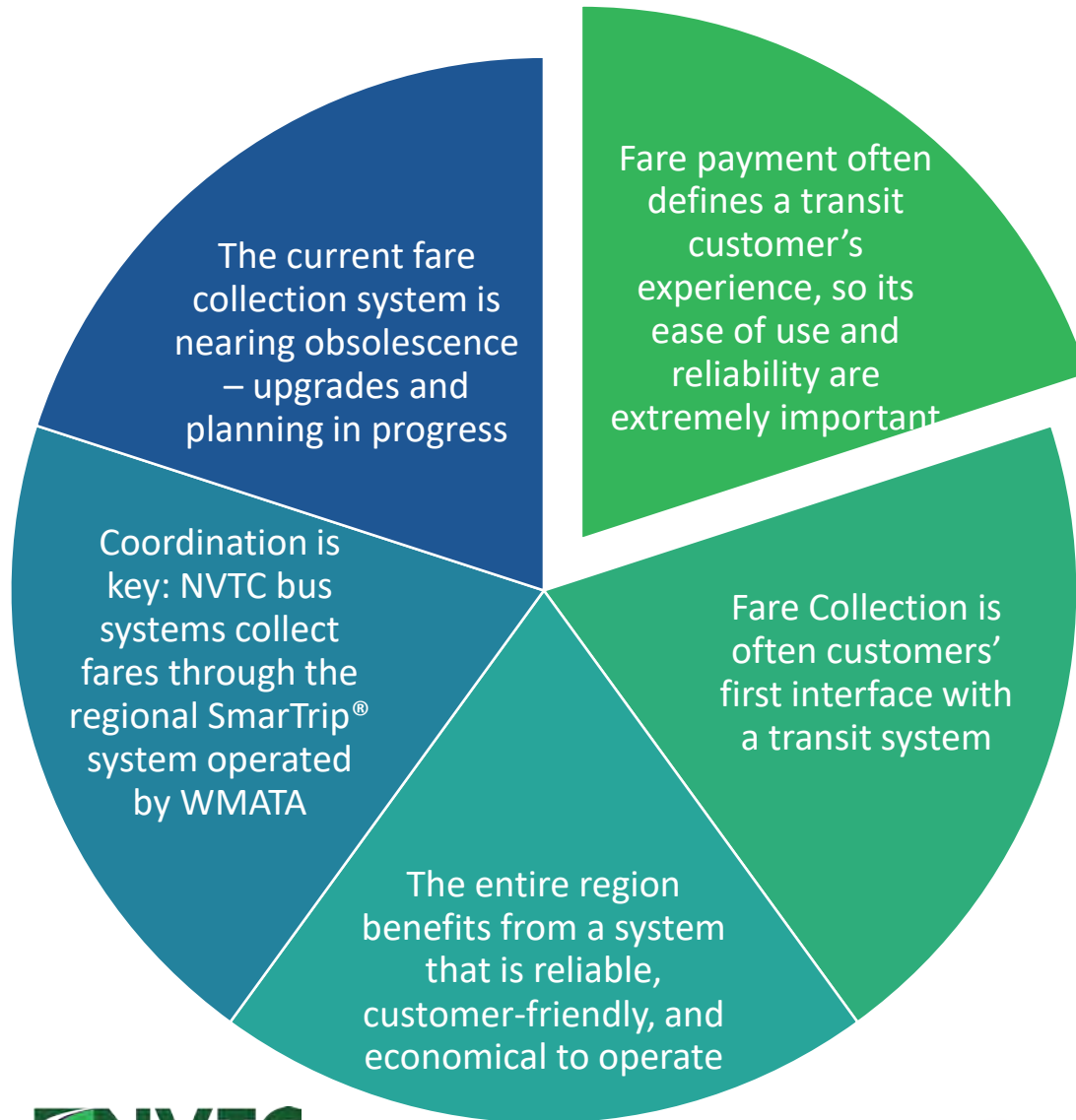
Patricia Happ
NVTC Regional Fare Collection
Program Manager
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Overview



Why is Fare Collection Planning Important?



Regional Fare Collection Program

Memorandum of Agreement for the Regional Fare Collection Program (August 2017) directs NVTC to allocate grant funding and provide resources to coordinate upgrades to existing regional fare collection systems and explore options and enhancements for the regional fare collection program.

NVTC Tasks:

- 1 – Bus Fare Collection Upgrades
- 2 – Off-Board Fare Collection
- 3 – Next Generation Regional Fare Collection Funding and Administration



Strategic Plan

Strategic Planning Purpose and Need

To ensure upgrades and enhancements are based on the transit system needs and that consensus is achieved, NVTC implemented a strategic planning process, resulting in the Northern Virginia Regional Fare Collection Strategic Plan.

Purpose

- Provide a roadmap for advancing fare collection in Northern Virginia
- Provide input into WMATA fare collection modernization initiatives

Need

- Replace or upgrade the system as components near end of life
- Keep pace with customer expectations and changing technology

Strategic Planning Process

November 2017 Workshop
attended by all Northern
Virginia transit systems, WMATA
and FTA

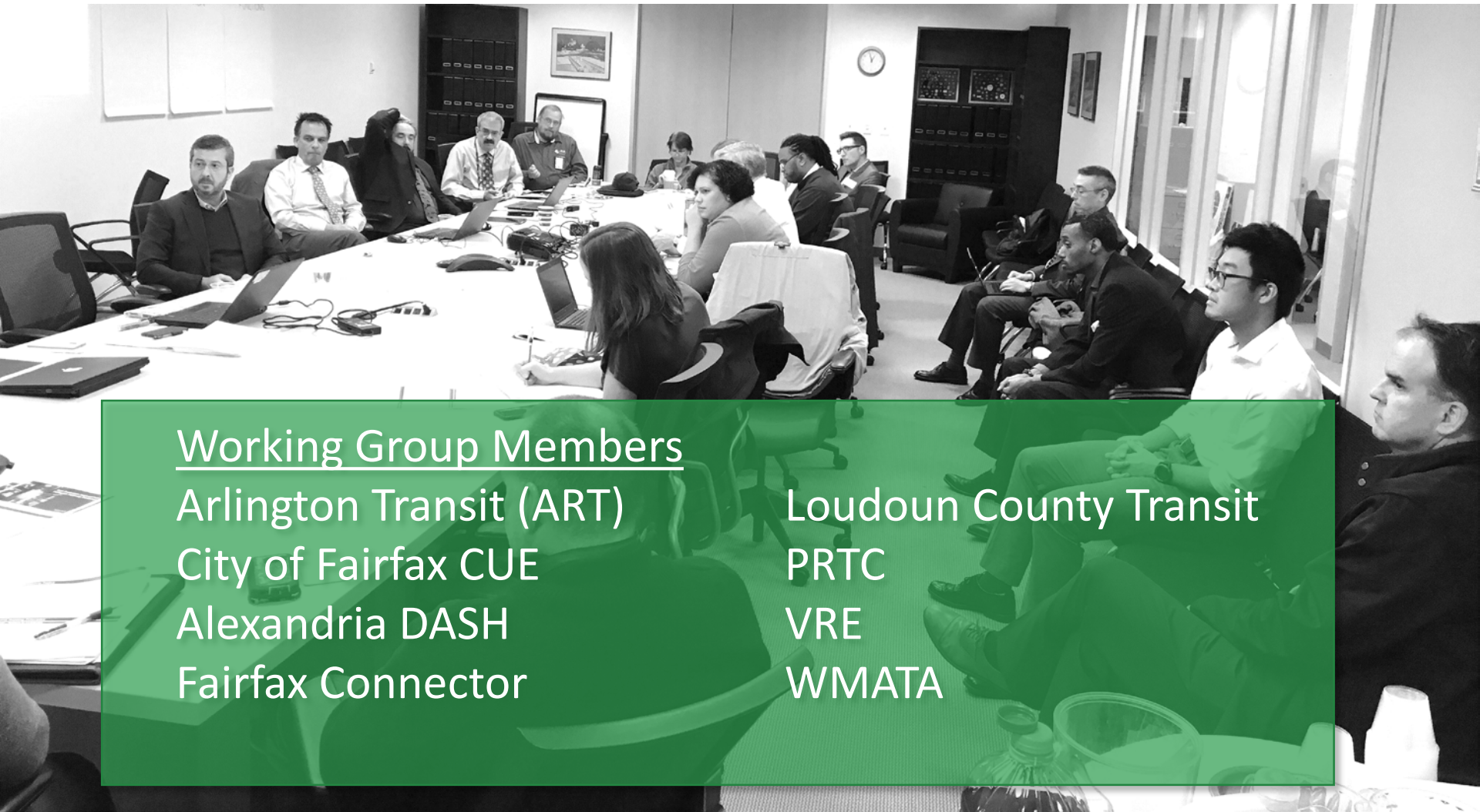
Surveys and
interviews with
Northern Virginia
transit systems on
issues and needs

Stakeholder review
and feedback
process

Strategic Plan



Regional Fare Collection Working Group



Working Group Members

Arlington Transit (ART)

City of Fairfax CUE

Alexandria DASH

Fairfax Connector

Loudoun County Transit

PRTC

VRE

WMATA

Strategic Plan Details

- Describes the vision of what transit systems would like to achieve with its regional fare collection activities
- Establishes a cohesive plan and agreement on next steps
- Defines actions to be taken by NVTC and the transit systems to advance fare collection



Vision Statement

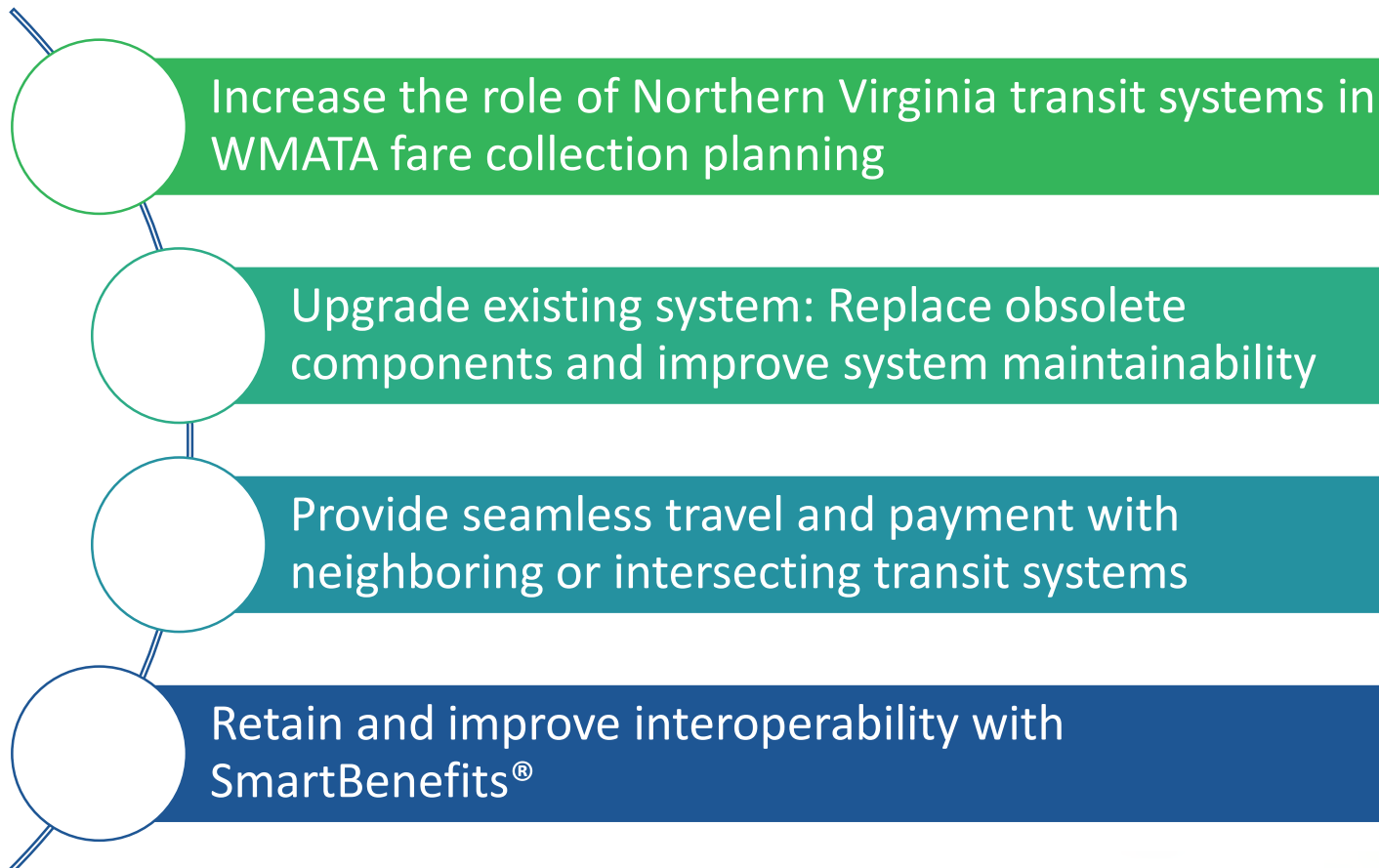
A vision statement was developed by NVTC and validated by the transit systems to describe what Northern Virginia would like to achieve with its next-generation regional fare collection activities.

Northern Virginia transit systems envision an enhanced regionally integrated fare collection system with local flexibility to meet evolving customer expectations.

This vision statement will guide current and future actions to enhance the transit fare collection systems in Northern Virginia.

Strategic Priorities

The strategic planning process resulted in the conclusion that there was broad agreement on the need for a regional fare collection system to complement and coexist with local solutions to meet the transit systems' needs.



Findings

Continued need for an upgraded and enhanced regional fare collection system

Local solutions should coexist and complement regional system to meet the transit systems' needs

Strong interest in Northern Virginia mobile ticketing

Actions

In response to the priorities gathered throughout the process, NVTC developed the following actions. The actions identify the areas NVTC will assist the transit systems in fare collection efforts. Not all transit systems will have required involvement in each action.

1. Continue Farebox Obsolescence Management

2. Implement a Coordinated Local Platform for Mobile Ticketing

3. Engage with WMATA on SmartBenefits® Enhancements

4. Engage with WMATA on SmarTrip® Upgrades

5. Support Retail Network Expansion

6. Initiate Long-Term Regional Fare Collection System Planning and Enhancements

Next Steps

- Continue farebox obsolescence management/ bus fare collection upgrades
 - System hardware and software upgrades
 - First article testing
 - Upgrades ready for implementation January 2019
- Advance local platform for mobile ticketing
 - Meet with transit systems to solidify approach
 - Develop requirements

Questions?

Contact:

Patricia Happ

NVTC Regional Fare Collection

Program Manager

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District Department of Transportation

Long Bridge Corridor Project Update

Northern Virginia
Transportation Commission

June 7, 2018

Long Bridge

- Half-mile long, two-track railroad bridge across the Potomac
 - Present bridge built in 1904 (rebuilt in 1943)
- Strategic national transportation asset
 - Only railroad crossing between Virginia and DC/Maryland
 - Privately owned by CSX Transportation
- Shared by freight and passenger trains
 - CSXT, Amtrak & VRE

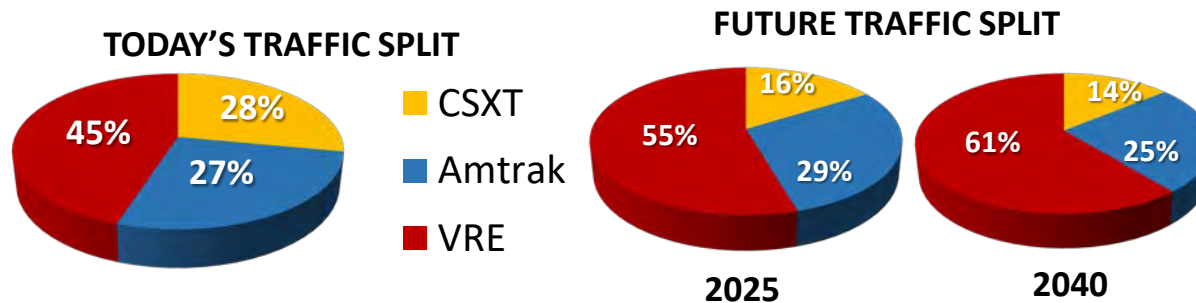
Typical Weekday Traffic

21 CSXT trains – 20 Amtrak trains – 34 VRE trains



Long Bridge

- Long Bridge is the greatest RR bottleneck on the Eastern Seaboard
 - Limits number of Amtrak Virginia and VRE trains
- Demand for passenger service increasing
 - Amtrak and VRE share of overall traffic growing
 - Two more tracks needed to increase the number of Amtrak Virginia and VRE trains
- Volume of freight traffic also projected to increase

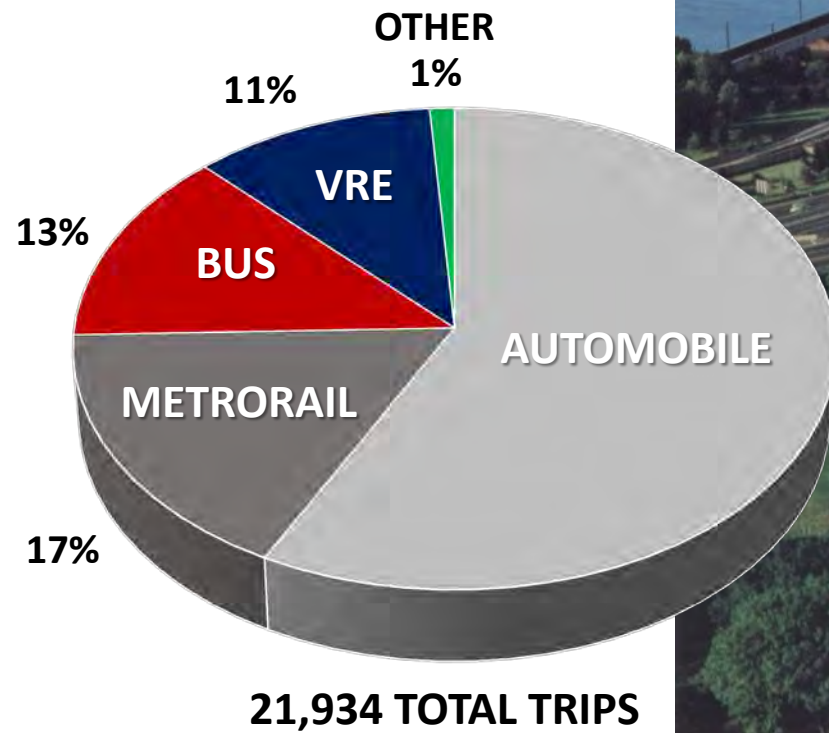


Long Bridge

- VRE Commuter Trains & DRPT Amtrak Virginia Trains
 - Add peak capacity to Virginia Corridors of Statewide Significance
 - I-66 / I-95 / I-395
 - All corridors converge at the Long Bridge Crossing
 - Future growth in Virginia passenger rail service dependent upon increasing capacity across the Long Bridge



Peak Hour Trips from Virginia to DC across the 14th Street Bridges (6:30 to 7:30 AM)



Long Bridge Corridor Project

Project Area

- 1.4 miles in length
- Project Limits:
 - L'Enfant Interlocking (LE) on the north
 - RO Interlocking (Rosslyn) on the south
- Long Bridge plus five additional bridges
- Design challenges
 - Tight track centers due to constrained ROW
 - Fixed “overbuild” under Maryland Avenue
 - Significant adjacent development
 - Sensitive park/historic resources/NPS property
 - Security sensitive area



Long Bridge Corridor Project

Current Project

- Funded by TIGER grant
 - FRA lead federal agency
 - DDOT is lead local agency/project manager
 - Host of additional agencies with jurisdiction or special areas of interest
- EIS & Preliminary Engineering underway
- Inter-Agency Partnership
 - Project Management Team (PMT) consists of FRA, DDOT, DRPT, VRE, and CSXT
 - Public meetings scheduled for September 2018
 - Draft EIS, PE and Cost Estimates expected in Summer 2019

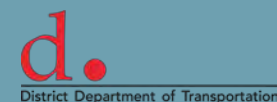
PROJECT MANAGEMENT TEAM



FEDERAL LEAD AGENCY



OTHER AGENCIES

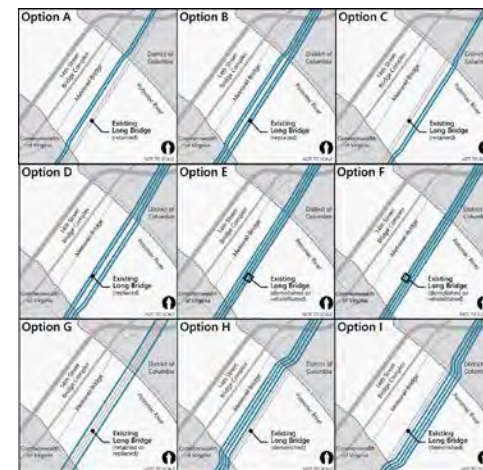


Long Bridge Corridor Project

Current Project

- Purpose and Need defined
 - Railroad capacity
 - Network connectivity
 - Railroad resiliency and redundancy
- DEIS development proceeding
 - Draft chapters under development
 - Section 106 coordination reviews
- Key DEIS Issues
 - Threat & Vulnerability Analysis Issues
 - Bicycle/Pedestrian assessment
 - NPS/Property Issues

9 PRELIMINARY OPTIONS

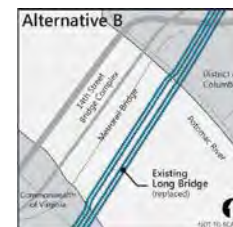


2 LEADING ALTERNATIVES



New bridge
upstream

Reuse
existing
bridge

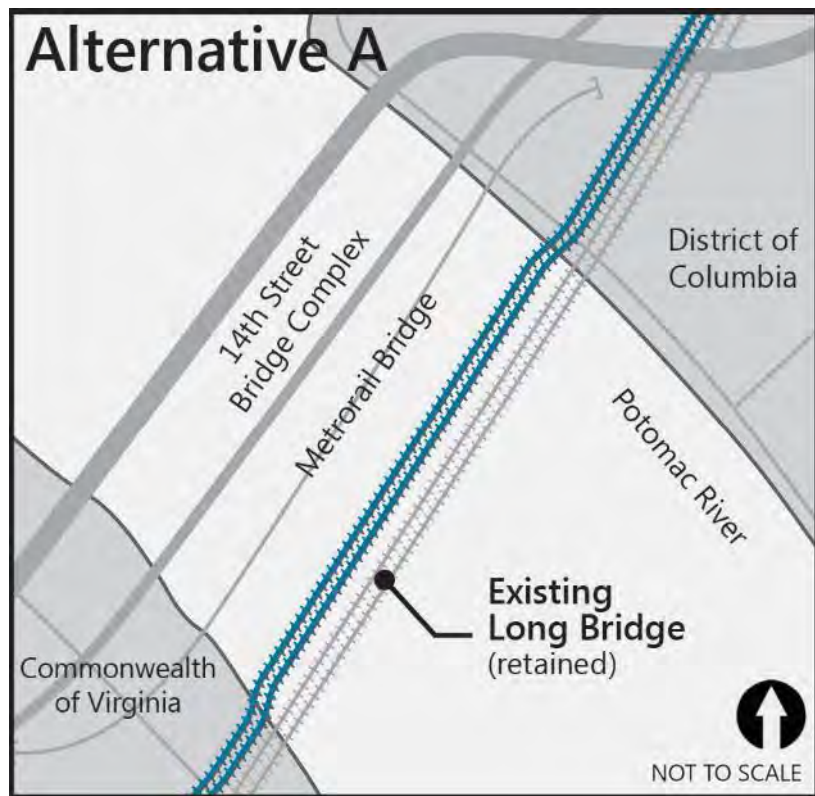


New bridge
upstream

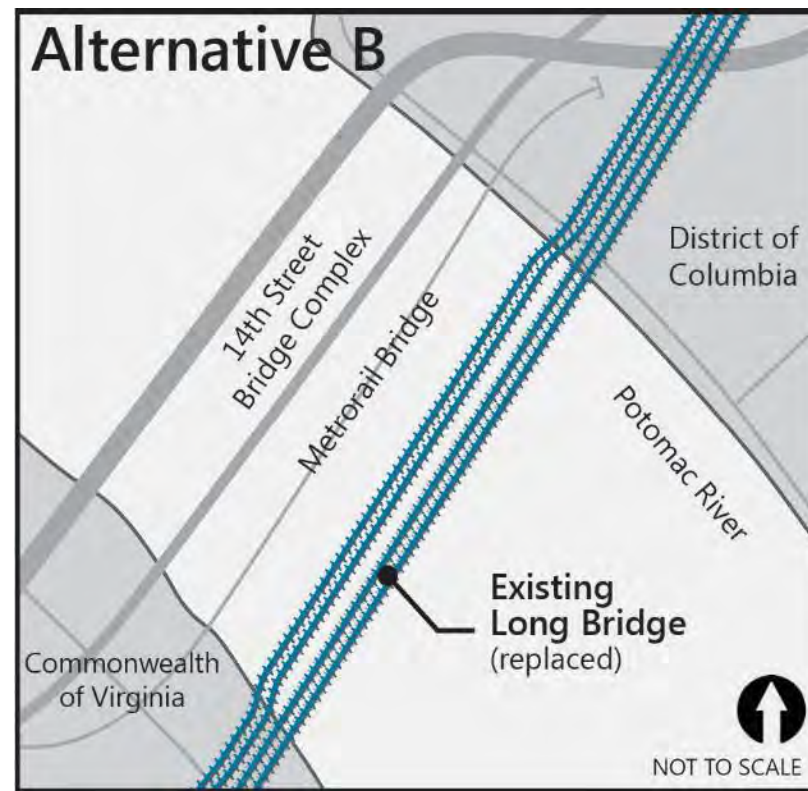
Replace
existing
bridge

Long Bridge Corridor Project

Proposed Action Alternatives for Draft EIS

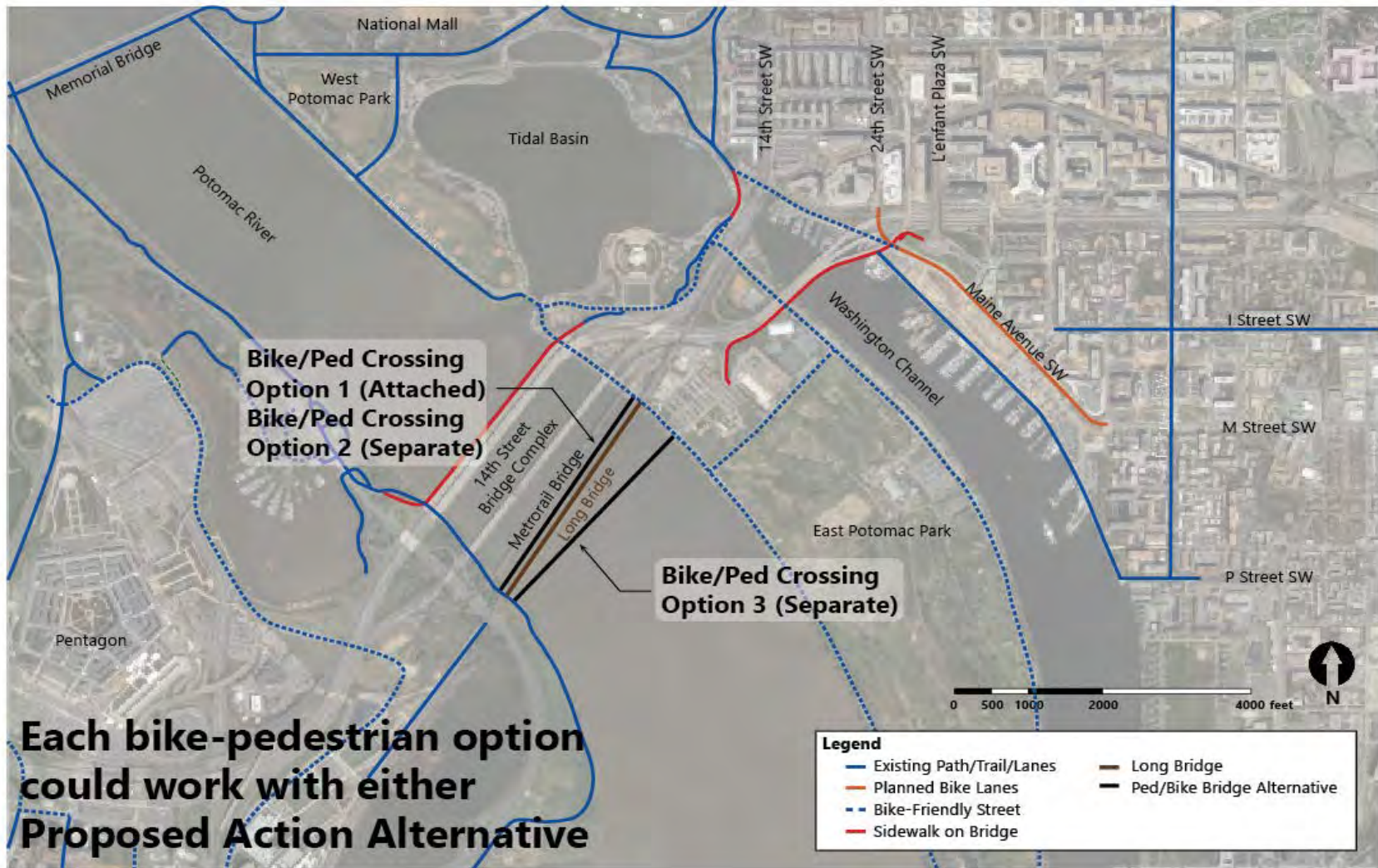


- New 2-track bridge upstream of existing bridge
- Retain existing bridge



- New 2-track bridge upstream of existing bridge
- Replace existing bridge

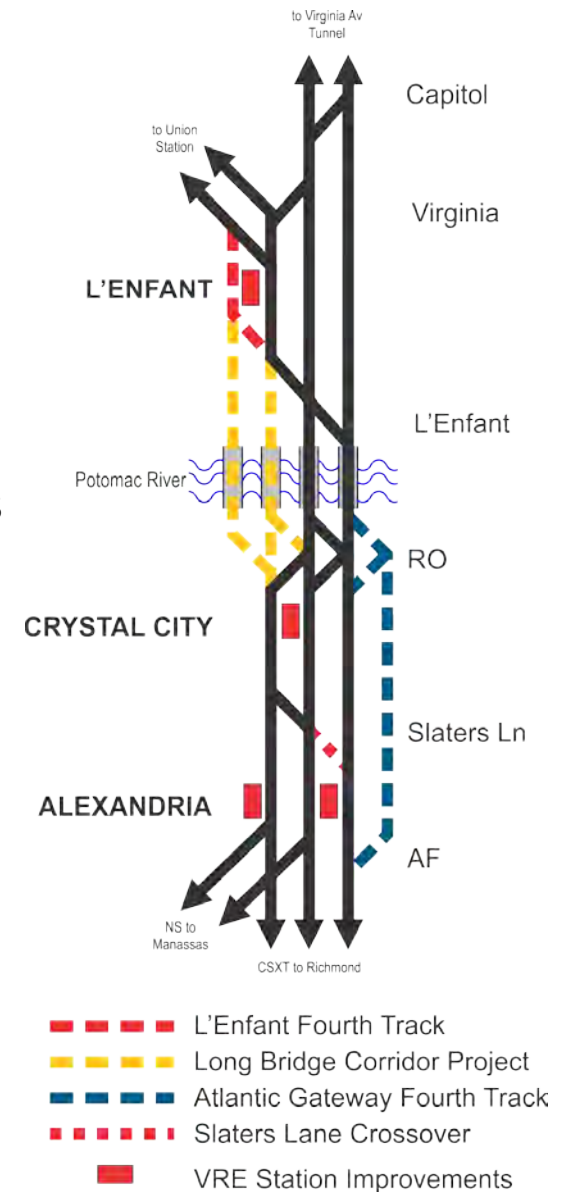
Bike-Pedestrian Crossing Opportunities



Long Bridge Corridor Project

Project Context

- Long Bridge is a key part of a series of corridor improvements with independent utility
 - Adding Long Bridge capacity is critical, but does not fully resolve the operational bottlenecks
 - Need operational ‘fluidity’ for freight and passenger trains between AF (Alexandria) and Virginia ((VA) in DC) interlockings
- On-going adjacent corridor projects
 - New fourth tracks in DC (by VRE), Arlington County and Alexandria (by DRPT)
 - Reconfigured stations at L’Enfant, Crystal City, and Alexandria (by VRE)
 - Reconfiguration of Slaters Lane Interlocking (by VRE)



Long Bridge Corridor Project

Key Activities

- Timely completion of current phase
 - Timely resolution of design/alignment constraints
 - Timely identification of necessary mitigations
 - Maintenance of traffic during construction
- Governance Issues
 - Continuing public control of/access to the corridor improvements
 - On-going funding of the operating and maintenance of corridor improvements
- Funding for final design and construction
 - \$30 million available from CSXT and DRPT to start final design (as part of Atlantic Gateway)



BACK2GOOD

Update Published: May 24, 2018



SERVICE RELIABILITY

- **Rail customer satisfaction on the rise:** With Metrorail on-time performance now at 88%, customer satisfaction reached 76% in the third quarter of this fiscal year, compared with 69% last year.
- **Old, unreliable railcars are off the track:** 85% of 5000-series taken out of service, and all 1000- and 4000-series railcars are gone.
- **Better railcars = better service:** Railcar offloads down 60 percent compared to two years ago.
- **Metrobus on-time performance at 79 percent:** Best third quarter since reporting began in 2010.
- **MetroAccess on-time performance at 92 percent.**



RUSH HOUR PROMISE

- **Since the start of Rush Hour Promise, more than 140,000 credits have been delivered to customers** for trips that were delayed 15 minutes or more.
- **Register your SmarTrip card** at wmata.com to be eligible for the Rush Hour Promise.



SAFETY

- **Completed power cable safety upgrade:** Installed protective sealing sleeves on all 9,454 power cable connectors in the Metrorail system as part of effort to reduce fire and smoke incidents.
- **Reduced debris-related fires by nearly 20 percent** due to improved track bed cleaning.
- **Improving worker safety:** Red signal overruns cut in half compared to last year.



FINANCIAL MANAGEMENT

- **Historic dedicated funding approved for Metro:** Legislation signed into law in VA, MD and DC, providing Metro with an additional \$500 million in capital funding per year.
- **\$1.2 billion investment in safety and reliability:** On track to spend 95% of capital budget in FY18.



PREVENTIVE MAINTENANCE

- **Metro's first preventive track maintenance program underway:** By taking advantage of longer overnight work periods, crews accomplished 34 percent more work compared to two years ago.

For more information visit wmata.com/back2good