



The importance of state of good repair is receiving increased attention – not only here in the Washington, D.C. region but across the country. U.S. DOT reports that an estimated 40 percent of buses and 23 percent of rail transit assets are in marginal or poor condition, with a backlog of \$90 billion in deferred maintenance and replacement. Closer to home, WMATA, VRE and our local bus systems have combined state of good repair needs that could reach \$20 billion over the next 10 years.

The equation for state of good repair includes both adequate funding and large enough blocks of time to perform required maintenance. Finding both may be challenging, but it is essential if our transit systems are to provide safe and reliable service. That puts a premium on plugging Virginia’s transit capital funding gap. Recommendations from the Transit Capital Project Revenue Advisory Board, due by August 1, will pave the way for action by the General Assembly early next year. Without a legislative fix, transit operators throughout the Commonwealth will no longer have the funding needed to maintain, let alone expand, their systems. NVTC’s letter to the [Revenue Advisory Board regarding its draft recommendations](#) identifies the best path forward to ensure the availability of adequate funds for state of good repair for the bus and rail systems serving Northern Virginia.

Among NVTC’s suggestions to the Revenue Advisory Board is that it incorporate the Federal Transit Administration’s [transit asset management \(TAM\) requirements](#) into any prioritization process for state of good repair funding. The requirements, which took effect last July, stipulate that transit agencies maintain, and document their adherence to, certain standards.

While SafeTrack is behind us, there is still much to be done to bring Metrorail fully into a state of good repair. NVTC’s support of the WMATA general manager’s shared-sacrifice approach will, through last Sunday’s change in operating hours, provide the extra time needed for repairs and maintenance. And, as service and reliability improve, there should be opportunities to increase ridership. NVTC is committed to working with WMATA to help bring riders back to Metrorail.

As our experiences of late with Metrorail demonstrate, it is impossible to overstate the importance of state of good repair for transit agencies. NVTC must remain vigilant and look for every opportunity to support the needs of our transit operators in maintaining their bus and rail systems. Safety is paramount.



Executive Director

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Northern Virginia Transportation Commission
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Key Dates

July 6	NVTC Monthly Meeting
July 13	NVTA Monthly Meeting
July 13	WMATA Board Committees
July 18-19	CTB Monthly Meeting
July 19	Transportation Planning Board
July 19	NVTC Governance/Personnel Committee Meeting
July 21	VRE Operations Board
July 27	WMATA Board
Sept. 7	NVTC Monthly Meeting
Mid-Sept.	I-66 Commuter Choice Kickoff

I-66 Commuter Choice Projects Come On Line

Early summer brings the start of two bus projects funded through NVTC's I-66 Commuter Choice program, formerly called Transform 66 Multimodal. Metrobus 2A service began running at 10-minute intervals, instead of 15, during A.M. and P.M. rush on June 25. This project will serve 150 new weekday riders, increasing daily ridership to 2,700. I-66 Commuter Choice is covering the total cost, \$1 million, of two years of enhanced service.

Loudoun County will begin commuter bus service from its recently completed Stone Ridge park-and-ride lot into Washington, D.C. on July 10. The project included construction of the 300-space lot and two years of bus operations. The estimated cost of the project was just over \$2.6 million, 75 percent of which came from I-66 Commuter Choice. The county plans a ribbon-cutting ceremony in the near future.

This brings to three the number of projects funded through I-66 Commuter Choice that are operational. PRTC inaugurated its Gainesville to Pentagon commuter bus service in December. The remaining projects are slated to come on line when tolling begins on I-66 inside the Beltway.



Revenue Advisory Board Considers Transit Capital Funding Options

The [Transit Capital Project Revenue Advisory Board's draft report](#) to the General Assembly includes four distinct funding packages, each of which would address the pending \$130 million annual shortfall in transit capital. Two of the packages rely on a mix of statewide and regional sources. In [her comments to the board](#) on June 16, NVTC Executive Director Kate Mattice reiterated the Commission's stance that a statewide program should be supported exclusively by revenues generated at the state level. She also reminded board members that WMATA and VRE have capital needs that will require funding above and beyond what the Revenue Advisory Board is contemplating. NVTC's Aimee Perron Seibert offered similar comments to the Commonwealth Transportation Board (CTB) last week when [it was briefed on the Revenue Advisory Board's recommendations](#), which are due to the General Assembly by August 1. The CTB will be asked to adopt a resolution endorsing the final legislative recommendations in July. The Commission, meanwhile, will consider a draft letter to the Revenue Advisory Board at its July meeting.

Prospective Transit Capital Funding Packages

- ⇒ **Package 1 — Adjust Existing Statewide Sources**
 - Deed and Mortgage Recordation Tax
 - Priority Transportation Fund
 - Real Estate Transfer Tax
- ⇒ **Package 2 — Adjust Single Statewide Funding Source**
 - Package 2a: Statewide Retail Sales and Use Tax
 - Package 2b: Statewide Fuel Sales Tax
- ⇒ **Package 3 — Adjust Existing State and Regional Revenues**
 - Statewide
 - ◇ Deed and Mortgage Recordation Tax
 - ◇ Priority Transportation Fund
 - ◇ Real Estate Transfer Tax
 - Northern Virginia and Hampton Roads
 - ◇ Fuel Sales Tax Floor
- ⇒ **Package 4 — Adjust State and Regional Revenues with a Floor on the Fuel Sales Tax in Northern Virginia and Hampton Roads**
 - Deed and Mortgage Recordation Tax
 - Priority Transportation Fund
 - Real Estate Transfer Tax

WMATA Board, MWCOG Join NVTC in Signaling Support for GM’s Reforms

Two days after NVTC adopted a resolution endorsing the spirit and direction of WMATA General Manager Paul Wiedefeld’s action plan — [Keeping Metro Safe, Reliable and Affordable](#) — the WMATA Board of Directors and the Metropolitan Washington Council of Governments followed suit. The [WMATA Board’s resolution](#), adopted by a 14-1 vote was intended to show support for:

- Dedicated capital funding
- Minimization of unpredictable and unsustainable increases in costs
- Aggressive cost containment
- Caps on jurisdictional operating and capital subsidies
- Reauthorization of federal PRIIA funding
- Congressional amendments to the Wolf Act

Nearly two weeks later, the MWCOG Board of Directors adopted [a set of principles](#) to guide its efforts to help restore Metro to world-class status, including securing regional funds to meet the transit system’s capital needs. Fairfax County Board of Supervisors Chairman Sharon Bulova, who is leading MWCOG’s

Metro Strategy Group of elected officials, called adoption of the principles "progress," as officials work together on the funding issue. She noted that the MWCOG Board agreed that any additional revenue source must be predictable and bondable, and “must pass muster with the rating agencies.”



JUNE 25TH 2017

BE READY FOR METRO CHANGES

ESTÉ LISTO PARA LOS CAMBIO DE METRO

New Fares & Fees
Nuevas tarifas y costos

RAIL Tren
Peak fares increase 10¢

- \$2.25 minimum; \$6 maximum

Aumento de tarifas durante las horas pico. \$2.25 mínimo; \$6 máximo.

Off-peak fares increase 25¢

- \$2 minimum; \$3.85 maximum
- New one-day, unlimited rail/bus pass

Aumento de tarifas fuera de las horas pico; \$2 mínimo; \$3.85 máximo. Nuevo pase de 1 día, para viajar de manera ilimitada en tren y autobús.

BUS Autobús
All fares increase 25¢

- Regular \$2
- Express \$4.25
- Save with 7-day regional bus pass

Aumento en todas las tarifas; Tarifa regular \$2. Tarifa express \$4.25. Ahorra dinero con un pase regional de autobús de 7 días.

Airport Express 50¢

- 5A and B30 \$7.50

Autobús Rápido al Aeropuerto (5A, B30) \$7.50.

PARKING Estacionamientos

- Fee changes at all Metro-operated facilities

Cambios en costo a través de todas las instalaciones operadas por Metro.

New Hours

Nuevas horas

	OPEN <i>apertura</i>	CLOSE <i>cierra</i>
Mon-Thurs <i>lunes a jueves</i>	5:00 AM	11:30 PM
Fri <i>viernes</i>	5:00 AM	1:00 AM
Sat <i>sábado</i>	7:00 AM	1:00 AM
Sun <i>domingo</i>	8:00 AM	11:00 PM

Last train times vary by station
El horario de los últimos trenes varían entre las estaciones.

Bus Service Changes

Cambios en el servicio de autobús

New timetables and selected route changes will take effect

Habrán nuevos cambios en los horarios y rutas seleccionadas.

Rail Service Changes

Cambios en el servicio de tren

- Trains will arrive slightly less frequently during weekday rush hour
 - Every 8 minutes from end points MIN 8
 - Every 3-4 minutes downtown

Los trenes llegarán menos frecuente de lunes a viernes durante las horas pico. Cada 8 minutos en las últimas estaciones de cada línea. Cada 3-4 minutos en el centro de DC.

- Rush+ will be eliminated

El servicio de Rush+ será eliminado.

For more information, visit wmata.com/changes.

Para obtener más información, visite wmata.com/changes

U.S. House Panel Marks Up Metro Safety Commission Resolution



The U.S. House Judiciary Committee in mid-June approved [legislation giving congressional consent to the establishment of a Metro Safety Commission](#) (MSC) by D.C., Maryland and Virginia. Approval by the full House is still needed to formally set up the new safety oversight body. The Federal Transit Administration is

withholding certain funds from transit agencies in the three jurisdictions until it certifies the MSC as operational. "We can hasten the day by which Metrorail safety will be improved and funds obligated for other impacted transit systems in the compact jurisdictions can be made available for release," [said the committee's chairman](#), Rep. Bob Goodlatte of Virginia.

Virginia's WMATA Board Members Meet with Riders in Alexandria

With SafeTrack nearing a close, how does Metro plan to regain riders? That was the theme of several questions put to Virginia's WMATA board members at NVTC's "[Getting Metro Back on Track](#)" forum June 15 in Alexandria. Dedicated funding was another recurrent topic of discussion, as attendees asked how they could help ensure dedicated funds are secured in Virginia. Some 50 people attended this second Metro forum. The first took place in January in Reston.



NVTC Coordinates Bus Farebox Technology Testing

In coordination with WMATA, NVTC is assisting local jurisdictions with the purchase and testing of new farebox/driver control units to prolong the life of existing bus fareboxes. WMATA has announced it will begin testing on October 1. Loudoun County Transit and Fairfax Connector will participate in the testing starting in mid-October. Due to the long lead time, regional entities are beginning to purchase Cubic's Tri-Reader contactless card reader, which is needed for the upgrade, so that a full roll-out can begin in early 2018.

Recognizing that these upgrades are only an intermediary measure, NVTC continues to monitor regional activity related to the off-board fare collection and next generation fare collection components of the program. NVTC is working to schedule a Fare Collection Technology Workshop with the Northern Virginia entities later this year. The workshop will include a discussion of emerging fare collection technologies and long-term fare collection strategy.

VRE Cancels Firecracker Trains

The Virginia Railway Express announced last week that it will not run its Firecracker Trains, which take passengers to and home from the fireworks display on the National Mall. Last year's poor ridership – only 25 percent of available tickets were sold – informed the cancellation. With Independence Day falling on a Tuesday this year, VRE officials were concerned about lower ticket sales. "We will look to operate Firecracker Trains again when July 4th falls on a Friday, Saturday or Sunday," the railroad said in a message to passengers.



Capital Bikeshare Pays Off

A [new report by Motivate](#) — which owns Capital Bikeshare, Citi Bike in New York, and Divvy in Chicago, among others — sheds light on bike share usage. “All told, riders on Motivate systems took nearly 24 million trips in 2016, averaging 65,753 trips per day and racking up well over 50 million miles. For comparison, Amtrak’s Northeast Corridor saw about half as many trips in fiscal year 2016,” notes the company’s website.

Among the findings specific to Capital Bikeshare:

- \$631 was the average annual savings on personal travel costs for a Capital Bikeshare member
- 65 percent of members reported that this was their primary way to get to work
- 71 percent of members said that they used Capital Bikeshare “at least occasionally” to access Metrobus, Metrorail, or commuter rail
- 18 percent of members used the service six or more times per month to access transit

According to the [National Association of City Transportation Officials](#) there were over 28 million U.S. bike share trips taken in 2016, a 25 percent increase over the prior year. Four of Motivate’s systems were responsible for nearly 80 percent of those.



Around Town: Headlines from/about NVTC Jurisdictions and Partners



[Alexandria Awarded More than \\$34 Million for Transportation Projects](#)

[Safety improvements for pedestrians and bicyclists coming to Arlington](#)



[iRide Discount on ART Extended to Elementary School Students](#)

[GMU “blueprint” study suggests avenues for expanding reach of Arlington’s transportation options](#)



[F.C. Council Threatens to Cut Metro Funding](#)



[Closing in on 10 “bundles” of initiatives to recommend for further analysis](#)

[Enhanced Mobility grantees share the secrets to their success](#)



[Metro Ends Moratorium on Early Openings and Late Closings After SafeTrack](#)

[VRE seeks \\$187 million for projects](#)



[NVTA funds \\$2.5 million for Manassas Park VRE garage study](#)

[VRE helps keep our region rolling](#)

Coming the Week of Sept. 18

NVTC’s I-66 Commuter Choice Kickoff

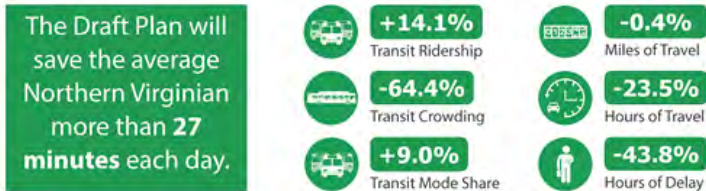
Check your inbox in July for a specific date and details

Northern Virginia Transportation Authority



NVTA is looking for [input on its Draft TransAction Plan](#). This long-range transportation plan for Northern Virginia identifies more than 350 projects. Aimed at significantly improving the regional transportation network, the plan identifies more than \$44 billion in unmet transportation needs. The candidate projects are multimodal in nature and vary in scope from expanded infrastructure to new capacity across modes. NVTA will host an [open house and public hearing](#) on the plan at its office on July 13. [Public comment](#) will be accepted through midnight July 23.

Benefits of the Draft TransAction Plan



Transportation Planning Board



TPB has released [Visualize 2045](#), a new long-range transportation plan for metropolitan Washington, and is [accepting public comment](#) through July 31. The input will help elected leaders better understand public attitudes and opinion as they make decisions about the region's transportation future. Visualize 2045 is a new kind of long-range transportation plan for the National Capital Region. It includes projects and improvements for which funding is expected to be available between now and 2045, as well as those for which funding has not yet been identified. This will help decision makers grasp the universe of potential projects and how they would affect the region's transportation future if built. Visualize 2045 highlights 1,000+ regional road and transit projects, hundreds of bicycle and pedestrian projects, and land-use issues facing the region.



Virginia Railway Express



U.S. Sen. Tim Kaine was on hand to celebrate VRE's 25th anniversary on June 16 in Fredericksburg. The ceremony followed a VRE Operations Board meeting at City Hall during which members authorized CEO Doug Allen to obtain design services for a 125-foot addition to the southern end of the Fredericksburg station platform and a staircase so that passengers needn't walk across Princess Anne Street. Work could begin as early as spring 2018.



WMATA



Metro is on track [to permanently remove from passenger service all 1000- and 4000-series railcars](#) by July 1, months ahead of projection. "By retiring the last of our oldest and least reliable railcars, we will be in a much better position to deliver more reliable service for our customers," said Metro General Manager Paul J. Wiedefeld. "We have already seen the positive results of this effort in the form of fewer railcar-related delays and fewer offloads." Metro currently has 43 new trains in passenger service (344 7000-series cars) and is receiving new cars at a rate of up to 20 per month. The transit system has purchased 748 new railcars in total. [New 7000-series cars are up to six times more reliable](#) than the cars they are replacing.

