



NVTC was founded in part to represent the interests of the Commonwealth during the establishment of WMATA. More than 50 years later, that mission resonates as the region looks to solve issues of funding, governance and safety that have plagued the transit agency of late. NVTC is where the Virginia jurisdictions that fund Metro can come together to propose, discuss and adopt solutions to these pressing issues and, ultimately, speak with a unified voice. That will become increasingly important as we sift through various reform proposals and pinpoint those that are viable within both Northern Virginia and the Commonwealth and permanently return Metro to its place among top-performing transit systems.

Recognizing NVTC’s unique role, the [General Assembly prescribed that we work in partnership with the Secretary of Transportation](#) to identify reforms necessary to ensure Metro’s sustainability. NVTC’s new Governance and Personnel Committee has hit the ground running. At its April 26 meeting, the committee received briefings from the [Federal City Council](#), whose reform proposals include a control board, and former U.S. Transportation Undersecretary Roy Kienitz. Kienitz is working with former Transportation Secretary Ray LaHood on [a comprehensive and objective review of the operating, governance and financial conditions at WMATA](#). The review is due to Governor McAuliffe this fall. LaHood will update the Commission on the study at its May 4 meeting.

Also on our May agenda is a briefing on [MWCOC’s technical report on Metro](#), which was released April 26. The report details Metro’s 10-year operating and capital funding gaps, its economic value to the region, suggested metrics and benchmarks for Metro, and options for a future dedicated source of funding. The report is being reviewed by a panel of elected officials, including NVTC Commissioners Sharon Bulova, who chairs the panel, and Matt Letourneau.

WMATA GM Paul Wiedefeld meanwhile has released a [10-year, \\$15.5 billion financial plan](#) calling on local governments to identify a dedicated funding source that can provide \$500 million annually for equipment and maintenance. I’ve invited the GM to share his proposals at our June meeting.

Also in June, NVTC will release preliminary results from its study on Metro’s economic value to the Commonwealth. This study moves beyond the oft-cited property tax to estimate income and sales tax revenue associated with Metro’s presence in Northern Virginia.

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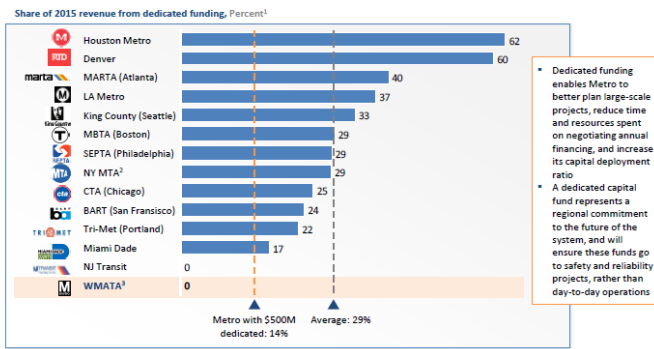


Key Dates

Apr. 28	Transit Capital Project Revenue Advisory Board Meeting
May 3	VDOT Six-Year Improvement Plan Public Meeting
May 4	NVTC Monthly Meeting
May 11	NVTA Monthly Meeting
May 12	Transit Capital Project Revenue Advisory Board Meeting
May 16-17	CTB Monthly Meeting
May 17	Transportation Planning Board
May 19	VRE Operations Board

WMATA Releases Financial Plan, Receives Warning from FTA

Noting that “the business model developed years ago for Metro does not work for an aging system and is not sustainable,” WMATA GM Paul Wiedefeld [released a financial plan](#) calling for \$15.5 billion over the next 10 years to keep Metro safe, reliable and affordable.



¹ The Federal Transit Administration defines dedicating funding as funds that must be spent on the provision of transit service, including dedicated taxes, tolls, Community Development Credits (Toll Revenue Credits), and other funds (e.g., lottery proceeds, fees on utility bills, etc.)
² Excludes Long Island Railroad, Metro-North Railroad, and MTA Bridges and Tunnels because WMATA does not have comparable modes
³ WMATA receives ~\$300 million each year from a tax that is dedicated towards a subsidy to WMATA, which is distinct from a dedicated fund for WMATA itself
 SOURCE: National Transit Database 2015

Wiedefeld said local governments need to identify a dedicated funding source that can provide \$500 million

a year for equipment and maintenance. He noted the need to rein in labor costs, make future pension benefits less generous, and amend a federal law to give management a stronger hand in the arbitration of contract disputes. He also wants the agency to be able to outsource operations and facilities, such as for the second phase of the Silver Line. WMATA’s report “provides a solid framework to guide and inform regional discussions in the coming months,” he said. Three other proposals for WMATA reform – from the [Metropolitan Washington Council of Governments](#), [Federal City Council](#) and [ATU Local 689](#) – have been put forward over the last few weeks.

Days later, the [Federal Transit Administration threatened to withhold millions](#) in funding from Metro if the transit agency does not immediately address worker safety on the tracks. In a letter to Wiedefeld, the FTA said Metro must submit plans to address six deficiencies related to roadway worker protection within five business days or risk losing up to 25 percent of a formula-based grant fund until the issues are addressed.

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

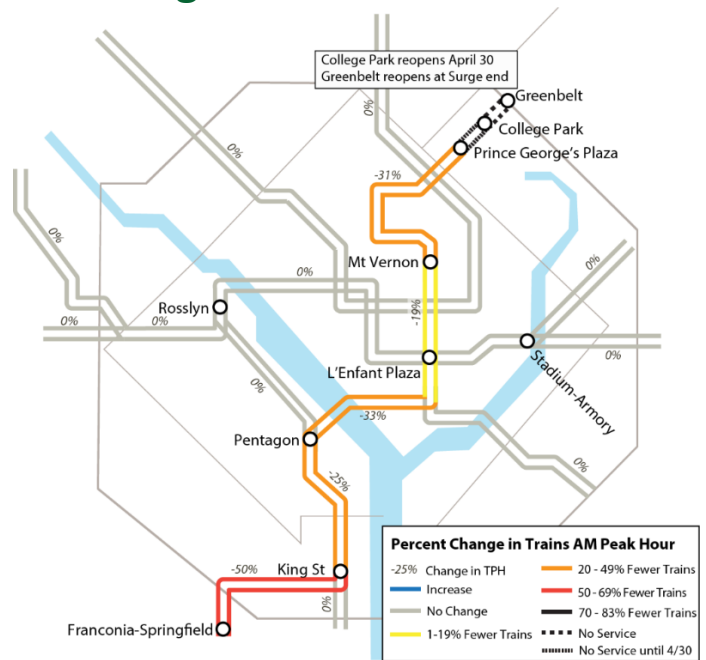
Thursday, June 15, 2017 at 7 p.m.
Durant Arts Center
1605 Cameron Street
Alexandria, Virginia

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.



WMATA Concludes Last Virginia SafeTrack Surge

April 12 marked the end of the final SafeTrack surge to physically take place in Virginia. While [the current surge, which runs through May 14 on the Green Line](#), is in Maryland, riders are feeling its effects here in NOVA. That's because the Yellow Line shares track with the Green Line, which will be shut down between Prince George's Plaza and Greenbelt through the end of April and between College Park and Greenbelt through May 14. There will be no Yellow Rush Plus service during this surge and the Blue Line trains will run every 12 minutes. Franconia-Springfield and Van Dorn St. passengers must transfer at King St.-Old Town for Yellow Line service.



NVTC Hits the Road

NVTC Commissioner David F. Snyder moderated an April 23 League of Women Voters of Falls Church transportation funding policy forum, which included NVTC Executive Director Kate Mattice as a panelist. [Mattice's presentation](#) focused on WMATA, Transform 66 Multimodal, Regional Bus, and Envision Route 7.



From left to right: David F. Snyder, NVTC Commissioner; Amanda Baxter, VDOT Special Projects Development Manager; Cindy Mester, City of Falls Church Assistant City Manager; Monica Backmon, Northern Virginia Transportation Authority Executive Director; Kate Mattice, NVTC Executive Director; Paul Baldino, Falls Church Citizens Advisory Committee on Transportation (CACT); and Martha Cooper, League of Women Voters of Falls Church.

At the [Association for Commuter Transportation Public Policy Summit](#) earlier in the month, Mattice and NVTC's Dan Goldfarb addressed the ways in which strong data can help transportation demand

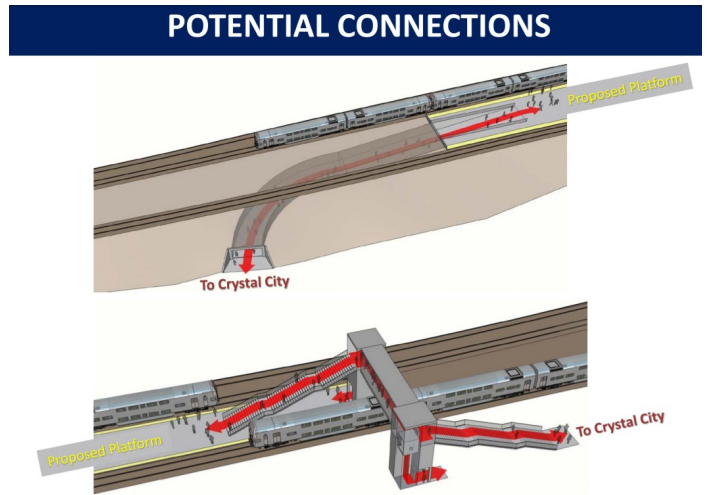
management (TDM) projects compete for multimodal funding. Focusing on the Transform 66 Multimodal evaluation criteria and process, Mattice and Goldfarb spoke to how quantitative measures of project outcomes are key to making a strong case for TDM projects.

Meanwhile Goldfarb and NVTC's Patricia Happ (pictured below), [shared lessons learned from the Transform 66 Multimodal Project](#) selection process this week in Baltimore at the [International Transportation Engineers Mid-Colonial District Conference](#).



Proposed Improvements at VRE Crystal City Station Shared with Riders

The destination for 18 percent of VRE passengers, the Crystal City station and its platform have become obsolete. At the end of March, [VRE shared plans to expand the platform and enhance the station's connections to Metrorail and Reagan National Airport](#). The existing 400-foot long platform, which serves one track, cannot fully accommodate VRE's eight-car trains. The proposed 700-foot platform, to be positioned between two tracks, would handle up to 10-car trains. The project is part of a broader plan to expand rail service through Alexandria and Arlington into D.C., with more trains for commuters, Amtrak riders, and freight. The station could be constructed within five years. Costs will be determined when general concept designs are completed this summer.



CTB Okays \$45 Million Loan for I-395 Northern Extension

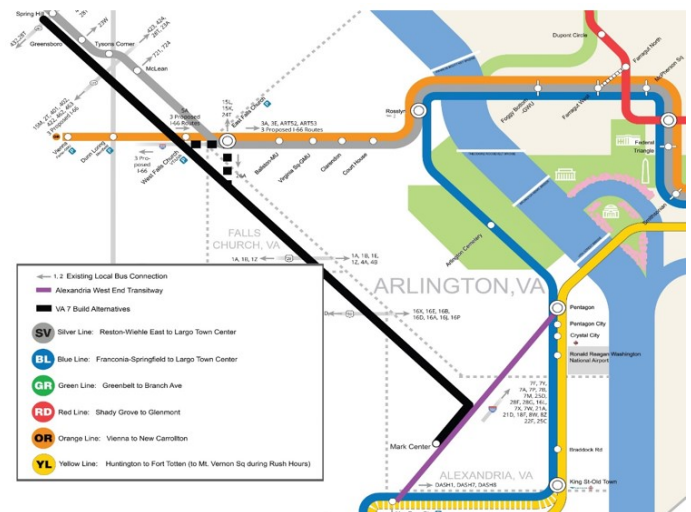
Virginia's Transportation Infrastructure Bank Advisory Panel received the Commonwealth Transportation Board's approval to make a [\\$45 million loan to 95 Express Lanes LLC](#) to cover the cost of converting eight miles of I-395, between Turkeycock Run and the Pentagon, to express lanes. 95 Express Lanes LLC is a subsidiary of Transurban, which operates the I-95 and I-495 express lanes. The loan would be repaid within 30 years of the end of construction using toll revenues. The CTB also gave [VDOT the authority to enter into agreements with the federal government](#) so that rush-hour tolling on I-66 can begin later this year.



Envision Route 7 Update

With Phase II of the Envision Route 7 study complete and final forms submitted to close out the project, NVTC will post the final report to its website in May. Phase II of the study recommended running bus rapid transit between the Tysons Metrorail station and the Mark Center in Alexandria, with a connection at the East Falls Church Metrorail station. NVTC is developing a scope of work for a conceptual engineering study that would outline the required rights-of-way, develop typical cross sections, and identify stop locations. A draft of the scope of work has been shared with NVTC jurisdictions for comment. Once the scope of work has been refined and finalized, NVTC will coordinate with the jurisdictions to procure a consultant team for the work.

Route 7 BRT as Part of an Integrated Regional Transit System



Executive Director’s Message

Continued from Page 1

While operating on the periphery of the WMATA reform discussion, the Transit Capital Project Revenue Advisory Board’s August recommendations to the General Assembly may well affect Metro. The advisory board – whose members include NVTC Chairman Jeff McKay, DASH GM Josh Baker and former Virginia Delegate Tom Rust – is studying how best to handle a potential loss in state funds for transit capital projects.

Analyzing and evaluating these studies and proposals is no mean feat, but NVTC staff and Commissioners are diving in without hesitation. It is important that we reach consensus on our priorities here in Northern Virginia and the Commonwealth so that we can work with the other signatories of the WMATA Compact – the District of Columbia and Maryland – to achieve true reform.



Executive Director

George Mason University Holds 4th Annual P3 Conference

Transportation Secretary Aubrey Layne and NVTC Commissioner/Virginia Delegate Randy Minchew took part in [George Mason’s P3 conference](#) on April 25. They discussed emerging infrastructure initiatives and potential roles for P3s. Layne spoke specifically to SmartScale and the use of P3s on highway projects. The annual conference, the first of which was held in 2014, is sponsored by the [Center for Transportation Public-Private Partnership Policy at the Schar School of Policy and Government](#).



Around Town: Headlines from/about NVTC Jurisdictions and Partners



[Old Town Alexandria to Get More Bike Lanes](#)

[Transitway: A Smooth Ride One Year Later](#)



[Crystal City commuter makeover in Arlington County, Va.](#)

[Fares to head higher on ART bus network in Arlington](#)

[Arlington considers less parking near Metro stations](#)



[Parts of 200 homes, businesses in path of Route 1 ‘superstreet’](#)

[Fairfax Connector strike averted; union, bus company reach tentative agreement](#)



[Snyder Wins \\$ for W&OD Trail Intersection Project](#)

[VDOT has a new modern design for the W&OD Trail bridge over Route 29](#)



[Loudoun County supervisor helps implement changes to regional transportation task force](#)



[How the region will start using data to better maintain its transit systems](#)

[Newly funded bicycle and pedestrian projects in Virginia will connect more communities to transit](#)



[“Metro Focus” Episode 14: NOVA Businesses](#)

Federal Railroad Administration



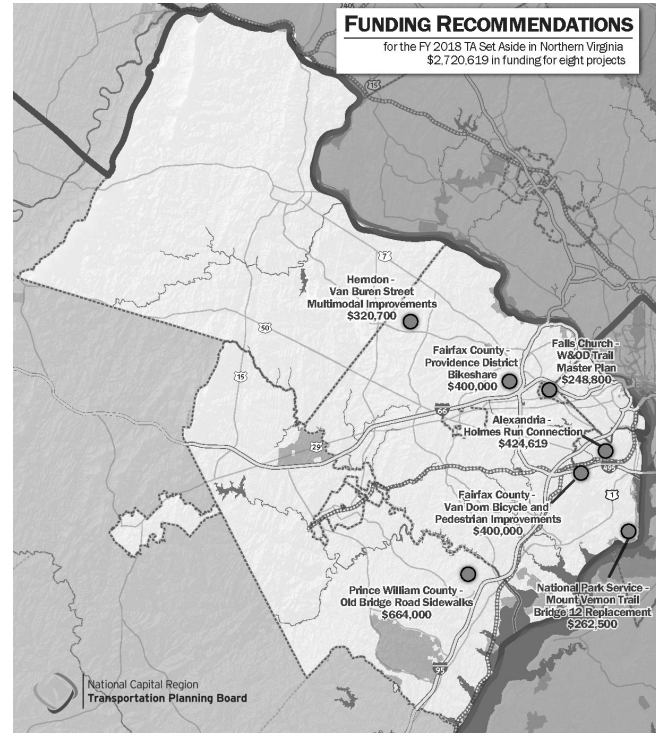
A [public meeting on improvements to the Long Bridge](#), a priority for Virginia Railway Express, will take place May 16. FRA and DDOT will present preliminary concept screening results for the bridge, which will help identify and develop project alternatives to be evaluated in an environmental impact statement. Bridge improvements are key to eliminating the bottleneck that slows VRE, Amtrak and CSX freight trains.



Transportation Planning Board



In April [TPB approved seven projects](#) aimed at making it easier to get around Northern Virginia without a car. The projects received \$2.7 million as [part of a program to improve bike and pedestrian connections](#).



Virginia Railway Express



Meet the Management allows VRE to share refreshments with passengers and personally respond to questions, complaints or comments. As part of the railroad's 25th anniversary celebration, this spring's events will be themed.

May 10	2:50-6:40pm
Washington Union Station	Midday Storage
May 17	3-6:50pm
L'Enfant	Transportation Benefits
May 24	3:10-6:44pm
Crystal City	VRE Communication Channels
May 31	3:15-7:03pm
Alexandria	Pedestrian Tunnel
June 7	3:30-7:15pm
Franconia/Springfield	Wi-Fi on Trains

Virginia Transit Association



<http://vatransit.com>