

Collective Benefits of FY2017 Multimodal Projects

Moves as many as 5,000 people daily through the corridor in the morning peak period within the first year	Provides much-needed relief to the busy I-66/ Orange/Silver Line Corridor	Connects 20 activity centers across Northern Virginia and the District of Columbia
Provides three new bus routes and increased service on two existing routes	Allows the corridor to operate more efficiently by providing traveler information and transportation demand management services	Balances long- and short-haul bus trips

About NVTC

As the premier transit organization in Northern Virginia, NVTC brings the region together to plan, coordinate, and secure funding for transit systems that are financially sustainable and high performing.

NVTC enjoys a special relationship with the Washington Metropolitan Area Transit Authority (WMATA) and Virginia Railway Express (VRE), as it is charged with the funding and stewardship of both. Founded in 1964, in part to represent the interests of the Commonwealth during the establishment of WMATA, NVTC continues to serve as Virginia's voice on the WMATA Board of Directors through its appointments to the panel. Following Metrorail's launch, NVTC began planning for a commuter rail service, VRE, which became operational in 1992. NVTC, as the railway's co-owner, appoints members to the VRE Operations Board.

NVTC Programs & Projects

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|---------------------------|---|--------------------------|
| ✓ Regional Bus Agenda | ✓ SafeTrack Regional Coordination | ✓ Emergency Preparedness |
| ✓ Envision Route 7 | ✓ Economic Value of High Capacity Transit | ✓ Financial Management |
| ✓ Transform 66 Multimodal | ✓ Fare Collection Technologies | ✓ Transit Funding |

Transit Systems Serving NVTC Jurisdictions

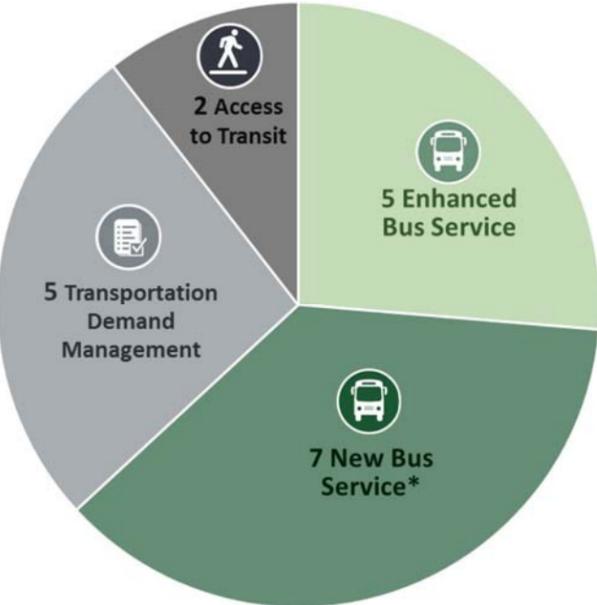


Transforming I-66 with Transit

NVTC is leading Transform 66 Multimodal Inside the Beltway. To move more people through the I-66 corridor as quickly and efficiently as possible, the Commission is funding 10 multimodal projects. Those projects were selected from 19 applications submitted by six jurisdictions and transit providers in District 8. NVTC approved the projects in June 2016, following a public comment period and hearing, and the Commonwealth Transportation Board endorsed them a month later. Component grant agreements, which include measures of effectiveness, were subsequently executed. To date, one project has broken ground, one is operational and another is set to begin in June. All will be online when tolling begins in December 2017.

Transform 66 Multimodal is a partnership between NVTC and the Commonwealth of Virginia. The two entities have signed a 40-year agreement that will allow NVTC to use revenues from the I-66 HOT lanes to benefit the toll payers by improving travel options and moving more people through this heavily congested corridor.

FY2017 Multimodal Applications



Transform 66 Multimodal Requirements

Multimodal projects must:

- Benefit the toll payers of I-66 inside the Beltway
- Be legally eligible (location, type, applicant)
- Meet one or more of the Transform 66 Improvement Goals
 - ✓ Move more people
 - ✓ Enhance transportation connectivity
 - ✓ Improve transit service
 - ✓ Reduce roadway congestion
 - ✓ Increase travel options

Who May Apply:

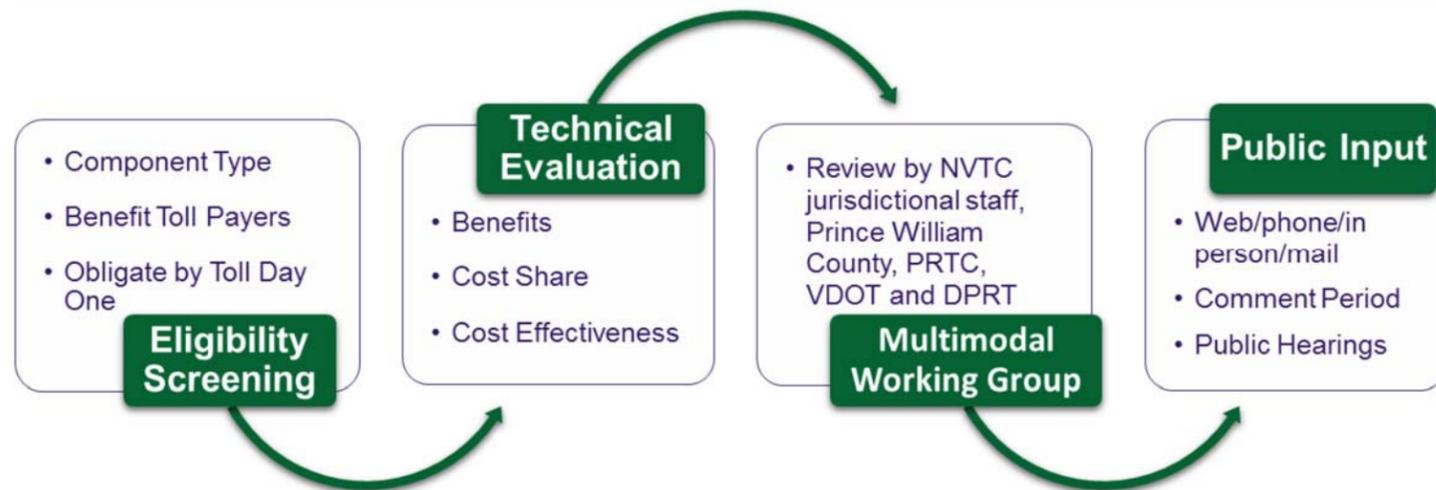
- Jurisdictions in Virginia Planning District 8
- Agencies providing public transportation within those jurisdictions



Eligible Projects



Selection Process



Implementation Process



FY2017 Funded Projects

Project	Description	Jurisdiction	Funding
Fairfax Connector Express Service from Government Center to State Department/Foggy Bottom	New weekday, peak-period express bus service will run between the Fairfax County Government Center park-and-ride facility, and Washington, D.C.	Fairfax	\$3,336,836
Loudoun County Stone Ridge Enhanced Transit	A new 300-space park-and-ride lot will anchor commuter bus service between Aldie and the McPherson Square Metrorail station.	Loudoun	\$1,940,939
PRTC Gainesville to Pentagon Commuter Service	New commuter bus service from Prince William County, which began operating in December 2016, will eventually serve more than 270 riders daily.	PRTC	\$887,900
Peak Period Service Expansion to Metrobus Route 2A Washington Blvd-Dunn Loring	By increasing bus frequency and decreasing route run times, this project will serve 150 new weekday riders, increasing daily ridership to 2,700.	Arlington	\$1,000,000
ART Bus Route 55 Peak Period Service Expansion	The improved frequency - buses will run every 12 minutes - will attract 175 new weekday riders, increasing daily ridership to 1,300.	Arlington	\$450,000
Bus Stop Consolidation and Accessibility Improvements Lee Highway and Washington Blvd	Underutilized and closely spaced bus stops will be consolidated to improve bus travel times and improvements will be made to 30 stops .	Arlington	\$462,000
Expanded Transit Access through Capital Bikeshare	Sixteen bike share stations will serve as a first-/last-mile solution for the two Falls Church Metrorail stations, potentially increasing daily trips by 450.	Falls Church	\$500,000
Multimodal Real-Time Transportation Information Screens	50 transit screens will provide dynamic information on transit arrivals; I-66 travel times; toll rates for the I-66 HOT lanes; and bike- and car-share availability.	Arlington	\$250,000
Loudoun County Transportation Demand Management Transit Subsidy	Expected to serve 900 new riders, this program will offer incentives to take transit and financial rewards for new carpools and vanpools.	Loudoun	\$623,000
Arlington County Expanded TDM Outreach to the I-66 Corridor	Robust outreach and education services, with a focus on carpool and vanpool initiatives, will eliminate 1,300 single-occupant car trips through the corridor.	Arlington	\$350,000