

 In January, we turned our attention to state grants for FY 2017. NVTC submitted grant applications for operating and capital assistance totaling \$893 million in eligible costs for WMATA, VRE and local systems. These grants are essential to the successful operation and expansion of our transit systems. Here are key stats for FY 2016:

- \$236M in total assistance
- 40 percent of the total is for capital funding for buses, railcars, fare boxes, hybrid bus batteries and bus shelters; the rest is for operating expenses
- \$23M capital and \$20M operating assistance for NoVa bus systems
- \$14M capital, mostly to match federal grants, and \$9M operating assistance for VRE
- \$61M capital and \$99M operating assistance for WMATA

In April, the Commonwealth will release the draft Six-Year Improvement Program. In the meantime, we will work on updates to the applications.

Kelley Coyner
Executive Director

General Assembly in Brief

- [A floor on the regional gas tax](#) to stem losses of 40 percent and the need to address the [impending transit capital funding crisis](#) are our top priorities. Del. Peace introduced [HB1359 to establish a committee within DRPI](#) to examine the effects of transit capital funding reductions and identify potential funding sources.
- The House Rules Committee is expected to consider [HJ109, requiring the Governor to study WMATA issues](#).
- [Del. Michew's bill, HB181](#), to add a Loudoun Commissioner passed the House. Sen. Wexton patroned a companion bill in the Senate.
- Three bills by Del. LeMunyon related to NVTC membership and decision making passed the House. We continue discussions about these and [HB723, a bill to consolidate NVTC into NVTA](#).

[Updates on all bills of interest](#)

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[NVTC](#) [Annual Meeting](#) [Agenda](#)



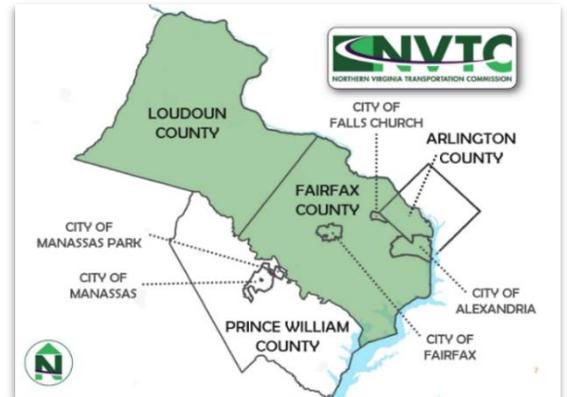
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Transform 66 Multimodal Project Update

NVTC's team, led by Kate Mattice, is working with the counties, cities and regional transit providers in Planning District 8 to develop projects eligible for the initial I-66 Multimodal Program. For projects to be in place by Summer 2017, we recommend issuing a call for projects in March. To accomplish this, we will:

- Complete work sessions on evaluation criteria and the selection process
- Brief entities eligible to apply for funding of multimodal components
- [Launch a NVTC I-66 Multimodal Program website](#), describing travel options that will be expanded by the Multimodal Program
- [Continue with public engagement through participation in Design Hearings](#) for the tolling facility; and
- Monitor legislation that may impact the program

Eligible Jurisdictions



[I-66 Multimodal Program Memorandum of Agreement between NVTC and Virginia](#)

NVTC staff will present proposed component evaluation criteria and a call for components at the March Commission meeting.

I-66 Multimodal Program Eligible Transportation Improvements

LOCAL AND COMMUTER BUS SERVICE

- Expanded local and commuter bus service
- Transit signal priority and queue jumping

WMATA TRANSIT SERVICE

- Capital improvements for rail and bus service
- Improved access to Metrorail stations and Metrobus stops

TRAVEL OPTIONS

- Vanpool and carpooling programs and assistance
- Park and ride lots and access or improved access to these facilities
- Transportation Demand Management (TDM)

ACCESS TO TRANSIT

- Trail and walkway improvements to increase bike and pedestrian access to transit.

ROADWAY

- Improvements to address traffic diversion on parallel routes in the Corridor

FOR MORE INFORMATION

- To learn more about previous and current studies and reports on I-66, as well as multimodal project selection, go to www.nvtransit.org/i66multimodal

NVTC Programs and Projects Update

Envision Route 7



In April, the Commission will consider a preferred alignment and transit mode as well as a funding strategy for Route 7 from Alexandria to Tysons to better serve the growing population and employment in this busy corridor.

BRT or LRT on Route 7 would serve 9,000 new riders

Under the leadership of Dan Goldfarb, the project team is refining the financial and funding documentation, travel demand forecast, and analysis of the alternatives. The final report will include these studies and outline a path forward for transit that will meet the needs of businesses, workers and residents.

Over the coming weeks, NVTC will continue to engage with stakeholders through our Envision Route 7 website, public meetings, social media, and briefings of elected officials, transportation groups, and staff in the affected jurisdictions. NVTC will hold another set of meetings so that the public can learn about and comment on the recommended mode and route.

Next Generation Fare System

After the Commission's request for critical information on the New Electronic Payment Program (NEPP), NVTC and the Regional Partners were briefed on a modified approach to funding this program. WMATA proposed that capital costs associated with the design and implementation of the central system be incorporated into the WMATA budget. The Regional Partners would purchase the fare collection equipment for their system. The

overall impact on the WMATA CIP is yet to be determined and this proposal is still under discussion. Details are yet to come on pricing and other issues.

At the same time, NVTC is working on an interim solution that would provide compliant fare boxes for systems that have to make equipment decisions in the near term.

The **Next Generation Fare System Project** is a regional multiyear, multi-million dollar technical-assistance program to procure and implement an open-source New Electronic Payment Program. NoVa Regional Partners include ART, CUE, DASH, Fairfax Connector, LCT, OmniLink/OmniRide and VRE.

Emergency Preparedness

WMATA and the City of Alexandria will conduct a full-scale emergency response drill in March. The live exercise will allow regional first responders to facilitate emergency response training and familiarization. Participation in these exercises is essential to the successful integration of new NVTC transit emergency preparedness plans.

In January, NVTC participated in WMATA's Station Emergency Response and Evacuation Plan (EREP) workshop in Alexandria. WMATA conducts these regional workshops to improve coordination and collaboration with first responders and regional transportation partners. The workshops are designed for participants to learn about, contribute to and enhance the station specific annexes.



Bus Agenda

Although two key members of NVTC's team have moved on to new assignments, Kate Mattice and Dan Goldfarb are maintaining momentum on the development of metrics to assess the region's bus service.

Dan and NVTC Fellow Nobuhiko Daito are developing innovative GIS tools for planning and implementing a regional bus investment strategy. This will include mapping current, planned and potential BRT transitways.

Jen Deci, along with Laurel Hammig, have held conversations about data and visualization of ride-sharing services and first- and last-mile connections. Jen convened a pop-up meeting at the Transportation Research Board conference with Uber's transit data analyst and national accessibility coordinator. This was followed by a scoping discussion with Emily Castor, Lyft's director of transportation policy. Stay tuned for more on this effort.

Transit Means Business

This month, NVTC will officially release its first set of studies on what transit means to business, incorporating information on the value of transit – both bus and rail – in Prince William County. The report focuses on the links between transit, job access and economic competitiveness, and includes Transit Means Business case profiles.

The Transit Means Business Partnership will move forward on corridor-based transit and business studies and assess how to better connect with Transit Means Business activities in Richmond and Hampton Roads. Later in the quarter, NVTC will convene a planning committee for the 2nd Annual Transit Means Business Forum, tentatively scheduled for October.



What Makes BRT a Success?

The answers – provided by experts from Los Angeles, Portland, and Montgomery County – spoke to best practices from around the region, nation and globe. Forty people – including elected officials, state transportation professionals, nonprofits and the press – identified best practices in:

- Dedicated lanes
- Station placement
- Signal prioritization
- Funding
- Phased implementation
- Regional network
- Public engagement

[A video of Best Practices in BRT, NVTC's ninth expert policy roundtable, is available online.](#) A BRT report, resources, and regional map will be online soon.



Cliff Henke with WSP Parsons Brinckerhoff shares lessons learned from BRT system development in Los Angeles.

HB2 Scores at CTB

At its January meeting, the CTB reviewed results of the HB2 scoring. The 287 projects represent total costs of \$12.8 billion and HB2 requests of \$7 billion.

The top projects for total project benefit are:

- I-66 Outside the Beltway
- Hampton Roads I-64 Peninsula Widening
- VRE's Gainesville-Haymarket Extension
- Ballston-MU Metrorail Station West Entrance
- Prince William Telegraph Road-Summit School Road Widening and Extension.

[HB 2 Scoring Work Sheet](#)

NVTA/TransAction

NVTC staff continues to collaborate with NVTA on the development of TransAction to ensure that the plan includes a regional investment strategy for bus and rail. Slated for completion in 2017, TransAction will include an evaluation process that:

- Considers projects on a Corridor basis;
- Groups them by themes; and
- Evaluates them across different scenarios.

Late this spring, the NVTA will issue a call for projects for evaluation under TransAction. In preparation, the project study team is reviewing jurisdictional plans to develop a bottom-up project list. In addition, NVTA will seek stakeholder input on projects that should be evaluated.



TPB News

On January 28th, the [Transportation Planning Board](#) charged a working group with exploring approaches for improving the performance of the [Constrained Long Range Plan \(CLRP\)](#) and developing a methodology for ranking or evaluating proposed CLRP projects according to the goals of the [Regional Transportation Priorities Plan](#) and [Region Forward](#).

The TPB also received a copy of [the I-66 Memorandum of Agreement](#) and [updated project information from VDOT on both I-66 Inside and Outside the Beltway as a part of updates to the CLRP](#).

Mark Your Calendar

Feb. 11	Commission Meeting (Richmond) VACO Day (Richmond)
Feb. 16-17	CTB (Richmond)
Feb. 17	Transportation Planning Board
Feb. TBD	Transit Means Business Partnership Meeting
Mar. 3	Commission Meeting
Mar. 13-15	APTA Legislative Conference (DC)
Mar. TBD	I-66 Toll Design Public Hearings

NoVa Transit by the Numbers

2

Transportation Districts

NVTC and PRTC include Arlington, Fairfax, Loudoun, and Prince William counties and the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park

8

Bus Systems

1

Bus Rapid Transit (BRT) System

1

Fixed Rail System/Metrorail

1

Commuter Rail System/VRE

708K

Jobs

within a ¼ mile of a transit stop or station

153M

Passenger Trips

on all modes of transit in FY2014

45

Freeway Lanes Saved

based on 477,000 transit trips per work day

3

Bridges over the Potomac Saved

based on transit trips to core stations in DC

\$24M

Regional Gas Tax Funds Lost in 2015

by NVTC/PRTC jurisdictions to fund transit

35M

Hours of Delay

eliminated by transit each year

\$18B

Private Investment along the Silver Line

50+

Outreach Events

including Rt. 7, I-66, Transit Means Business, BRT and P3s

